

BOARD OF TRADE,

A SOUVENIR

Of the Opening of the New Building, One Thousand

SABISTON LITHOGRAPHIC &

MONTREAL, 1893

TRADE. MONTREAL.

SOUVENIR

One Thousand Eight Hundred and Ninety-Three.

OGRAPHIC & PUBLISHING CO.

MONTREAL, 1893.



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Closse.

a life of thankful devotion and good works within the security of the walls of the Hôtel Dieu and seriously considered entering the novitiate. Her sweetness of disposition attracted the tender heart of Jeanne Mance and throughout her life she never ceased to watch over the child so strangely thrown upon her care. So the Hôtel Dieu became a veritable home to the orphan children and no pressure was put upon them to enter the order. However, both sisters were destined to enter the world again, for two years later, Raphael Lambert Closse asked for and obtained Isabella as his wife, and ten years later Marie married Sidrac du Gue, Sieur de Boisbriant.

On the 24th July, 1057, their marriage contract was signed in the Fort of Villemarie by a host of friends anxious to show their regard for the contracting parties. Isabella was only sixteen years old, so Mademoiselle Mance acts in the place of her mother, and the marriage is sanctioned by her and several of the clergy who were present. Some part of her family property may have been recovered, or more probably her benefactrice had in some manner provided a *dot*, for the bride brings as her portion fifteen hundred livres besides her personal property and wedding presents, and Closse settles on her three hundred livres for her own use.

The following month they were married in the Church of St. Joseph, on St. Paul street, and early in the new year the Associates granted to Lambert Closse the first Fief conceded in the Island of Montreal. It consisted of one hundred acres, beginning a little above St. Paul street, just beyond the property of the Hôtel Dieu, and extending from thence towards the mountain in a narrow strip nearly two miles in length. Beyond him, to the east, there was only one other concession, so that he stood at the very outskirts of the little settlement.

Such a position was what he himself would have chosen. He recognized that the Fief Closse was given him as well in reward of his past services as an earnest of further duties and he at once set to work to prepare his lands for occupation. He engaged a man to break it up and sow it, another as a general servant, for one hundred and forty livres a year, made his contracts for his dwelling, a house of heavy timbers with a projecting chamber, strongly fortified, known as the Redout and built for a place of safety.

When all was ready he left his old quarters in the Fort with his wife for his post of honour and danger and was replaced by Zacharie Dupuis and Dollard des Ormeaux who had arrived from France with M. de Maisonneuve during the previous summer.

We see the softer side of our soldier's nature when we glance at his home life and find him surrounding his young wife with all the comforts possible in a new country. She had her fine silver, her store of bed and table linen, for the walls of her room she had pictures of the Virgin and Saints, probably presents, from Mademoiselle Mance, (who possessed a number of pictures on canvas and copper), a little library of thirty-one volumes, her state bed with its hangings of blue cloth and fringe of party-coloured silk, with folding chairs and an arm-chair covered to match. He was careful, too, that she should dress in a manner befitting her station, for she had her dresses of fine grey cloth with skirts of white serge, and it is easy to picture Dame Isabella in her cherry-coloured morning

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gown of fine Italian stuff known as *Ratine de Florence*. He was as particular <sup>Closse.</sup> in marking his own rank, for, among his finer suits, is one of English cloth with points of ribbon of the colour known as dead leaves (*feuille morte*) and grey silk stockings, and his list of body linen is unusually large and fine, so that their surroundings not only indicate great comfort but also a refinement one would scarcely have looked for in this renowned Indian fighter.

Their first child, Elizabeth, had been born in the Fort in October, 1658, but died on the following day. In their new home, however, the young mother's heart was comforted by the birth of a daughter, whom she named Jeanne, in loving recognition of her godmother, Mademoiselle Mance, and Cécile in memory of her grandmother.

Closse had been under heavy expense in building and preparing his land for cultivation, so at the end of his first year of occupation he sold half his concession to M. Souart of the Seminary, who purchased it for the benefit of the Sieur de Sully and his wife for the sum of three thousand livres. It was stipulated in the deed that they and their servants should be provided by the vendor with lodging in his house, with the use of the kitchen in common for three years, and the purchaser agreed to build his house next to that of Closse for the purpose of their mutual safety.

From the time of their marriage there had been comparative peace about Montreal. Only one man had been killed during two years and a half, and the relief from the constant strain of watchfulness and defence was most welcome and beneficial. Men went about their usual occupations in safety, houses were rapidly erected, farms were thoroughly cleared and cultivated, important additions had been made to the strength of the colony and a sense of security was beginning to be felt when the awful scourge of Indian warfare again swept over the land.

It had not come without warning, for in October, 1659, Sylvestre Vachon was killed at the Lac aux Loutres near Montreal; in the following spring Jean de St. Père and his two companions were treacherously murdered at Point St. Charles, and the reprisals for these outrages was the long expected signal for war.

The heroic sacrifice of Dollard and his comrades broke the main force of the Indian attack and undoubtedly saved the country from the greatest danger, but Montreal was beset with eager foes and man after man was murdered or carried off. In February, thirteen men were taken prisoners at one stroke; in March, four others were killed, and six captured. Charles LeMoyne only escaped capture or death by the courage of Madame Duclos. M. Lemaitre, Treasurer of the Seminary, was killed in the midst of the men who were haying. M. Viginal, Treasurer of the Seminary, was killed on the Isle-a-la-Pierre, opposite the town, and his companion, Claude de Brigeac, Secretary to M. de Maisonneuve, was captured, and underwent his terrible martyrdom at the hands of his merciless foes.

Never before had the outlook been so desperate, and never were the services of such men as Lambert Closse more needed for the existence of the little colony of Villemarie.

Closse.

On the 17th February, 1662, some of his men were attacked by Indians while at their work. On hearing the alarm, he at once rushed to their rescue and threw himself into the midst of the fight. Three of his men fell about him, and the flight of a certain Flemish servant so emboldened the victorious Iroquois that they rushed on their old enemy, who still faced them, supported only by a servant named Pigeon, a little active fellow, entirely devoted to his master. Closse had either come without his sword or it was broken during the first melee, but he faced his foe undaunted, a pistol in each hand. Desperate as their position was they might yet have escaped had not his pistols flashed in the pan, one after the other, and in the unequal struggle, he fell before those enemies whom he had so often conquered, "like a brave soldier of Christ and our King," as Dollier de Casson adds to his chronicle.

Pigeon succeeded in making good his escape and brought the news of the disaster home with him. The poor young widow could not remain in the desolate home, and sought comfort and shelter at the hands and heart of Madame Bourgeois, of the Congregation, for herself and her babe.

Here, within sight of the home where her great disaster had overtaken her, she lived for over five years. After she had in some degree recovered from her loss, she occupied herself in managing and preserving her property. Her husband had been too much of a soldier all his life, and was of too generous and probably careless temper to make a successful trader, so that upon investigation his affairs were found to be seriously involved. She at once leased the farm and her first protector, Mademoiselle Mance, again came to her rescue and took part of her property in payment of a debt of two thousand livres, and the Seigneurs remitted all their dues "in consideration of the great and valuable services "which the late Lambert Closse, her husband has rendered in the establishment "of this colony where he was killed by the Iroquois while in its service." News also came of the death of a relation in Paris, the Sieur de Brest, of whom she and her sister Marie were heirs, and this welcome addition to her means enabled her to acquire a lot of land forming the corner of St. Paul and St. Vincent streets, and she left the shelter of the Congregation and went to live here with her daughter Jeanne, now six years old.

Now there came to Montreal a certain Jacques Bizard some few years after these events, who was born in Becaix in the Canton of Neuchatel, in Switzerland, where his father, David Bizard, was Mayor. The son probably came out to Canada with the Count de Frontenac who was his friend and appointed him as Lieutenant of his Body Guard. Upon the death of Zacharie Dupuis, who had succeeded Lambert Closse as Major of the island and town of Montreal, Bizard was appointed in his stead and held this office during the remainder of his life. He was a friend of Gresollon du Lhut, and lived with him in his new house on St. Paul street, and when Bizard won Cécile Closse for his bride, we find Du Lhut came down from the western wilds to act as one of his friends at the signing of his marriage contract.

On the 16th of August, 1678, Bizard married Jeanne Cécile Closse who was then eighteen years old, and it is worth looking at their marriage contract, if

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only to see the number of important friends Bizard had in the country. First of <sup>Closse</sup> all came Louis de Buade, Comte de Frontenac, Governor and Lieut.-General for the King in Canada, Acadia, the Island of Newfoundland and other countries of Northern France, then Francois Marie Perrot, Seigneur de Ste. Geneviève and Governor of Montreal, Dame Magdelaine La Guide, his wife, René Gauthier, Sieur de Varennes and Governor of Three Rivers, Jacques Barrois, Frontenac's secretary; René Robineau, Sieur de Becancour, Chevalier of the Order of St. Michel and Grand Voyer of New France; Pierre Robineau de Becancour, René Robineau de Portneuf, Charles D'Ailleboust des Musseaux, Dame Catherine Le Gardeur, his wife, Jean Baptiste Le Gardeur de Repentigny and his wife, Damoiselle Barbe d'Ailleboust, Daniel de Grezolon, Sieur du Lhut, Louis Tayeon, Sieur de Lusigny and Jacques Damien, Assayer and Refiner of gold and silver; and on the part of Jeanne Closse came only her mother and her uncle Sidrac du Gue, Sieur de Boisbriant. The contract was duly signed by this formidable array of notables, amongst who no *roturier* found a place, in the hotel of the Count de Frontenac at Montreal, and when the first child of the marriage was born, she was baptized Louise in honour of the Count who stood as her god-father.

In October of the next year Bizard was granted the Seigniorship of the large island lying to the north-west of Montreal then called Isle Bonaventure, and known to us as Isle Bizard; but as it was in a position open to every descent of the Ottawa Indians he probably never occupied it but continued to live in the house at the corner of St. Paul and St. Vincent streets, which he rebuilt and enlarged. It is perhaps an indication of the favor in which Bizard was held that he was allowed to possess this property while still an alien for it was not until March 1687, that he obtained his letters of naturalization.

Like many of his class he held traders and shopkeepers in sovereign contempt which he did not hesitate to shew on occasion. Thus a couple of months before his marriage he behaved in so high minded a manner towards one Michel Le Court, a butcher, who neglected to furnish him with all the fresh beef tongues he wanted, threatening the butcher with a term of imprisonment with irons on his feet, a proceeding which the butcher believed he had no right to exercise and so laid his complaint against the Major. Even the responsibilities of married life had but little effect in calming his blood, for in 1680 we find Jacques Patron, his next neighbour, complaining that on the 22nd of December while leaving his house towards five o'clock in the evening to walk into town Bizard was in the street with two friends when Patron passed without saluting. His only excuse for such a breach of etiquette was that he had not seen the gentleman as he walked along thinking over his business, when suddenly he was surprised by having his cap pulled off his head, and thrown across the road by Bizard, who, before knocking him down, remarked that he was growing proud and regretted not having his cane in order to chastise him properly. In its absence he satisfied himself with a sound drubbing, and dragged Patron over the ground by the hair. The indignant merchant at once informed Perrot of the outrage, but could obtain no satisfaction, and then laid his formal complaint, but we do not find that he ever obtained any redress.

Bizard died in 1692, two years later his widow married Raymond Blaise des

Changing its hue with the changing skies  
The River sweeps in its beauty rare,  
While across the plain, eternal, rise  
Beucherville, Reugement and St. Hilaire.  
Far to the westward shines Lachine,  
Gate of the Orient, long ago,  
When the virgin forest stretched between  
The Royal Mount and the River below.

With its Convent buildings, low and white,  
Mun's Island lies, half weed, half plain,  
While abreast the City, green and bright,  
Springs the wooded crest of Ste. Helene;  
To the east the glimmer of water is seen  
Where the stream has passed in its onward flow  
From the Royal City that lies between  
The Royal Mount and the River below.

From the tapering steeples round about  
The chime now swells to a mighty psalm  
As the beem of "Gros Beurden" wells out  
From the stately towers of Notre Dame;  
From St. Peter's dome with a golden sheen  
The cross gleams bright in the sun's last glow,  
High o'er the City that lies between  
The Royal Mount and the River below.

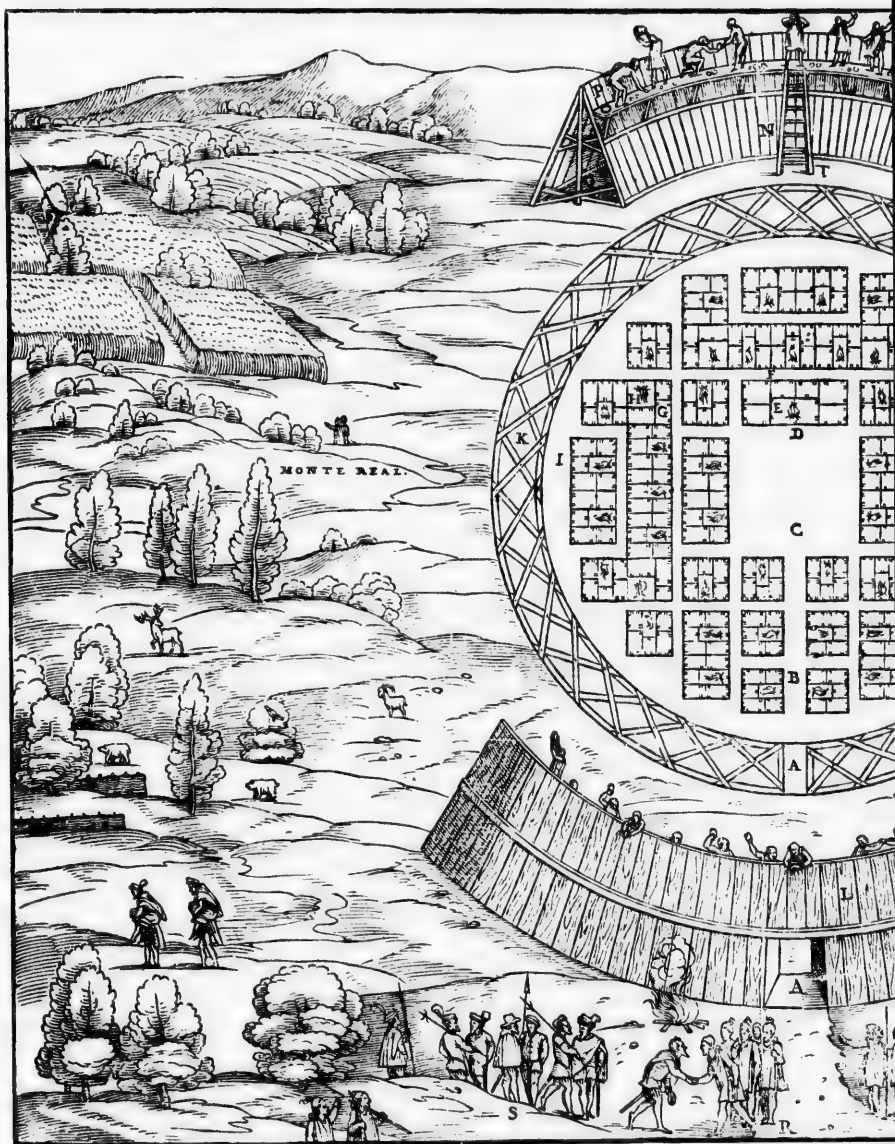


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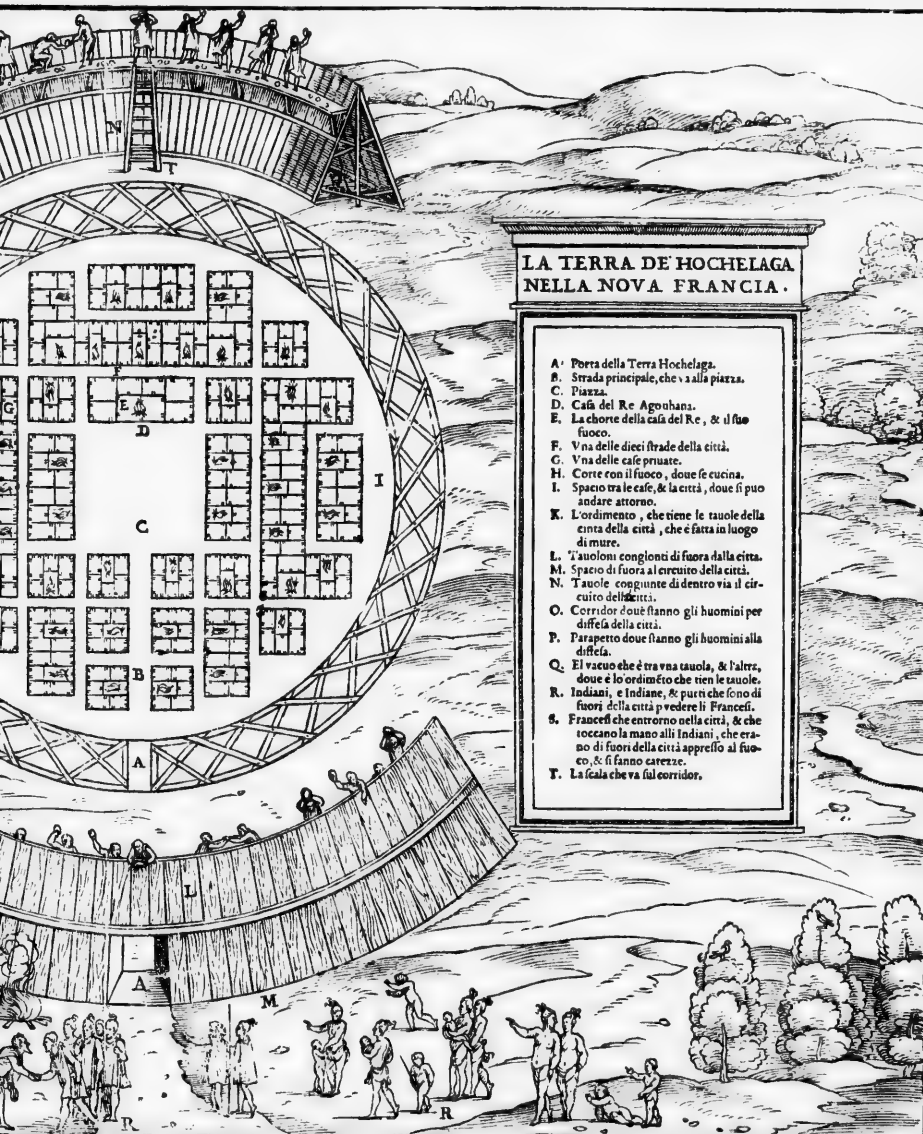






MONTREAL IN 1535

From Ramusio's Collection of Voyages, published  
 The design was made from the description given



LA TERRA DE HOCHELAGA  
NELLA NOVA FRANCIA.

- A. Porta della Terra Hochelaga.
- B. Strada principale, che va alla piazza.
- C. Piazza.
- D. Casa del Re Agouhaha.
- E. La chorte della casa del Re, & il suo fuoco.
- F. Vna delle dieci strade della città.
- G. Vna delle case private.
- H. Corte con il fuoco, doue se cucina.
- I. Spazio tra le case, & la città, doue si può andare attorno.
- K. L'ordimento, che tiene le tauole della cinta della città, che è fatta in luogo di muro.
- L. Tauoloni congiunti di fuori dalla città.
- M. Spazio di fuori al circuito della città.
- N. Tauole congiunte di dentro via il circuito della città.
- O. Corridor doue stanno gli huomini per difesa della città.
- P. Parapetto doue stanno gli huomini alla difesa.
- Q. El vacuo che è tra vna tauola, & l'altra, doue è lo ordimento che tien le tauole.
- R. Indiani, & Indiane, & puri che sono di fuori della città a vedere li Francesi.
- S. Francesi che entrano nella città, & che toccano la mano alli Indiani, che erano di fuori della città appresso al fuoco, & si fanno carezze.
- T. La scala che va sul corridor.

MONTREAL IN 1535.

Collection of Voyages, published in Venice 1563-1565.  
made from the description given by Jacques Cartier.

# MONTREAL AND SOME OF THE THE FRENCH RÉG

Jacques  
Cartier.

WHEN that hardy Malouin, Jacques Cartier, followed by his gentlemen and sailors, landed on the shores of the Island of Montreal, in the month of October, 1535, he came not only as an explorer, but as the herald of a new civilization, standing on the threshold of an unknown world.

The story of his visit reads like a romance; we follow the adventurers along that broad forest path under the great oaks, "as fair as any in France," a good league and a half to the gates of the Indian town of Hochelaga, near the mountain; from thence we pass through the waving fields of maize and rice



JACQUES CARTIER.

and peas; we watch the curious ceremonies of the Indian feast, see the presents exchanged, listen to the Admiral's speech, see him touch the palsied and mutter a few words of the Gospel over them, and finally stand beside him on the summit of the mountain and marvel not that he named it "Mount Royal,"\* as he gazed at the beautiful country stretched out on every side.

Towards the west the flurry of silver rapids caught the eye; towards the south a great plain, broken only by the broad stream of the St. Lawrence and the then nameless mountains; towards the north and west, the meeting of the Ottawa and the St. Lawrence, and towards the east, the tranquil flow of the river he had just surmounted;—and all this country covered with the primeval forest, save for the patches of cultivated land on

the Island. No White Face other than he had ever set foot within the borders of this lovely land.

He named the mount on which he stood, and the great river which bore him thither; but otherwise, mountain and stream, island and river, were only known by name to the Indians whose heritage they were. Then, his short visit over, he took canoe for Quebec, and the Island was left once more to his friendly hosts.

\* It is curious to note the various spellings of Montreal in the English documents; Mon Real, Mon Royall, Mont Real, Monte Royall, Mon'e Ryall, Mont Roya', Mont Troyall and Moyal are some of them.

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## FRENCH RÉGIME.

Nearly three-quarters of a century rolled by before another European visited our Island, and even then it was but a flying visit.

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IN 1603 Samuel de Champlain, *de Brouage en Xaintonge*, the maker of Canada, <sup>Champlain.</sup> anxious to examine the country over which he was placed, made his way westwards, at least as far as Lachine, and then retraced his course to Quebec.

On the 28th May, 1611, he returned and thoroughly examined the Island; he named the point between the Little River and the St. Lawrence, where the present Custom House now stands, *La Place Royale*, and the large island below, *Ste. Hélène*, in honour of his wife, *Hélène Bouillé*.

The Hochelaga of Jacques Cartier had entirely disappeared, so had its inhabitants, as well as all traces of the fields of rice and grain; all had gone—and even the very site of that wonderful Indian town can only be vaguely surmised to-day. No doubt some horrid tale of savage triumph is hidden behind the veil of the years, a triumph in which the victors left nothing standing to tell of the tribe which once had been.

Champlain explored the neighbouring country, experimented with the clay found on the shores, and built a wall of it on the little *Isle Normandin*, now covered by the Island Wharf; he also made two gardens, one on each side of the Little River, planting them with seed brought from France.

He had sent word to the Indians to meet him here with furs for trading, and in the early days of June of that year, canoe after canoe came down the rapids, manned by savages from the interior, who had never looked on a white face before. Barter was quick and easy; furs were exchanged for axes, knives and finery of all kinds, on the very site of that future city which so soon was destined to grasp and hold the fur trade in her hands for over two hundred years, a trade which was rapidly to lift her to the commercial supremacy of New France.

The trade over, Champlain sped swiftly down the current in his heavily-laden canoes and took ship for France.

The wall of clay on the illet stood until swept away by the ice and water of succeeding Springs. The flowers and plants in the little gardens bloomed and died, and in a few years all trace of man's handiwork was destroyed, or covered up by the never idle hand of Nature. Year by year went by, and only wandering Indians touched our shores, until another May came, thirty years later than that on which Champlain landed, which was destined to see the birth of a new city in the heart of the wilderness.

Maisonneuve.

It was the eighteenth of May, "the month of Mary," 1642, that Paul de Chomedey, Sieur de Maisonneuve, accompanied by M de Montmagny the Governor, landed with his following on the "Place Royale" of Champlain, on the shores of Montreal.

Eighteen they were in all—five of them women, of whom two, Madame de la Peltrie and Mademoiselle Jeanne Mance, were of the same class as their leader ; but difference of caste in no way interfered with the common zeal, nor diverted their common aim—the building of a "City of God" in the midst of a heathen world.

With such an object it was fitting that their first labours should be devoted towards raising an altar to Him in whose cause they had enlisted as Soldiers of the Cross.

We all know the touching story of that first act of Christian worship ; how the two ladies, with their servant, decorated the sylvan altar, and the Jesuit father, Vimont, gave forth the *Veni Creator*, and during the service which followed, prophesied the future success of the colonists, comparing their growth to the mustard seed of the Gospel ; then, as the Holy Sacrament was to be exposed, and there was no oil for the lamp, fire flies were caught in the dusk, and imprisoned in a vial of clear glass, they flashed and burned through that first night before the Symbol of the Redeemer.

That night the tired travellers lodged *à la belle étoile*, and it is not difficult to imagine the many and different emotions which swayed the hearts and kept sleep from the eyes of those men and women, as they watched their sentinels pacing slowly up and down, appearing and disappearing, between the glow of the fire and the gloom of the forest.

On the morrow tents were set up, the site of the fort was determined, and tree after tree came crashing down under the axe of the founders of Villemarie in the Island of Montreal.

"This enterprize would seem as desperate "as it is bold and holy had it not as foundation "the might of Him, Who never fails those who undertake nothing save "in harmony with His will ; and did one but know all that is being done to "bring about this great result he would at once acknowledge that our Saviour "is verily its founder." So wrote the Jesuit chronicler for the year 1642 and nothing could more faithfully represent the spirit which upheld and inspired these men and women.

Paul de Chomedey, Sieur de Maisonneuve, was a gentleman of Champagne,

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who had begun his military career in Holland when only a child of thirteen—he <sup>Maisonneuve.</sup> may indeed have been colonel, even at that age, in the regiment which bore his name.

It is tantalizing that we cannot trace the personality and surroundings of the young soldier, only catching here and there a few vague hints. We know for instance that he could play on the lute, that he had an old father and two sisters—but, whether he had passed through a *jeunesse orageuse* and reformed, casting aside those evil companions some of whose names might have sounded familiar even in this far-off-time, or, whether he had always preserved that purity of soul, that devotion of purpose and sobriety of mind which so distinguished him in after life—we know nothing.

When we first meet him at the beginning of his new life he had evidently resigned from active service ; he would devote himself to the service of God, very probably "against the Turk," that oppressor of Christianity who gave opportunity to churchman and heretic alike to join in those frequent expeditions which still offered to pious and warlike souls some semblance to the Crusades.

Now, one of our young officer's two sisters, Madame de Chomedey, was a nun at Troyes, deeply interested in the missionary work in Canada and her enthusiasm must have influenced him to some extent, for on reaching Paris and being in a house of a friend he picked up the Relation of the Jesuits in Canada for that year. He therein found reference to the Jesuit Father Lallement, who had recently returned to France. He would see the Missionary, lay bare his heart to him, and possibly Canada might prove his field of action.

It is one of the many curious coincidences, if we do not care to use a stronger word, of the foundation of this colony that M. Jérôme Le Royer de la Dauversière, the director of the Associates of Notre Dame de Montréal, should have applied to Father Lallement

shortly afterwards, to enquire if he knew of any one fitted to undertake the command of the colony. Maisonneuve was most heartily recommended by the old Missionary but, before meeting him, the priest suggested that La Dauversière should see him at the inn where he lodged. Accordingly the enthusiastic Collector of Taxes repaired to the inn, secured his room, and at dinner that day must have scanned each face with eager interest to discover this officer willing to abandon the world for the wilderness. There was

CHOMEDEY, SIEUR DE MAISONNEUVE.

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Maisonneuve, nothing to signal him from the others, but La Dauversière possessed a touchstone which easily called forth the true metal. He began to speak of New France, the glorious missions there, and particularly of the new enterprise of the Associates. One face above all others was at once alight with enthusiasm, one questioner more than all was eager in his inquiries, and, when the meal was over, the questioner joined his informant and asked him to withdraw to his room where he might hear more of an enterprise in which he was greatly interested.

Here the two men made themselves and their desires and ambitions known to each other, the end being that M. de Maisonneuve declared that he had an income of only two thousand livres, but if it were agreeable to the Associates he would command the company ready to start and ended: "Mon-sieur, I have no care for profit, I can supply my wants out of my income, and I will employ both my purse and my life in this new undertaking without seeking for honor other than to serve God and the king in my profession."

His old father was greatly distressed over his determination and only agreed to his departure in the hope that he might revive the fortunes of their old and honourable house; his sisters wished him a hearty God-speed and we have seen his arrival on the scene of his life's work.

For a year the colonists worked and watched, unmolested by foes, but were finally discovered by a flying party of Algonquins, who, hastening back, met their pursuing enemies, who were Iroquois, and the two made common cause against the white invaders. From this time, for fully one hundred and fifty years, Montreal stood in the van, ever liable to attack, at times overwhelmed and helpless to put forth any effort, but still ever holding her birthright won by such men as these whose story we will to some extent endeavour to trace.

They were in a hostile country, so that their first care was to provide a place of safety; they built such a defence as they could and four years later, when M. Louis d'Ailleboust de Coulonge, a gentleman of Champagne, as was Maisonneuve, arrived at the head of a new band of colonists, he drew a plan of a regular fort with four stone bastions; the king made a present of cannon and within this effective rampart the little colony was in comparative safety.



JÉRÔME LE ROYER DE LA DAUVERSIÈRE

Even before  
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Even before the beginnings of Montreal there was a lady in France, Madame de Bullion, anxious to prove herself in good works; like so many others she was attracted towards the promising field of Canada and enthusiastically embraced the cause of the new foundation. She chose Mademoiselle Jeanne Mance to direct her efforts and the end was the establishment of an hospital, the Hôtel Dieu, which was begun two years after the landing of the colonists at a point which is now the corner of St. Paul and St. Joseph, (now St. Sulpice) streets.

Maisonneuve.



LE ROYER DE LA DAUVERSIÈRE.

M. de Maisonneuve, who had sufficiently proved his personal courage on hard fought fields in Europe, had now to meet a more severe trial in attempting to restrain his men from their desire to sally forth and meet the enemy who so constantly beset them. They could not understand this grave, quiet man, who was said to be a colonel, ever counselling them to prudence, making provision for retreat within the walls of the fort on the first alarm. No doubt their wonderings grew into whisperings and the whisperings into words which reached the ear of their ever patient leader, and he saw that he must prove to their duller understanding that he lacked not the quality which they prized most.

Our first historian, Dollier de Casson, tells us how, in the morning of the 30th of March, 1644, the dogs of the Fort making their daily rounds under the leadership of the sagacious "Pilote," gave warning of lurking foes; and the inhabitants urgently begged Maisonneuve to lead them to the attack. Grimly warning them to be as valiant as their words, he ordered preparations to be made, and marched out at the head of thirty men; leaving M. d'Ailleboust in command. Having but few snow-shoes they kept the road as far as the spot where the Hôtel Dieu was in course of erection, and then up a road which had been broken for drawing wood for the new building, which probably ran along the line of the

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present St. Sulpice street, and engaged the enemy who were in ambushcade to the number of about two hundred beyond the present Place d'Armes. Here he scattered his men, sheltering them behind trees, and they held their ground as long as amunition lasted; but this failing, and being at a great disadvantage in the deep snow, the men soon fell into disorder, and he commanded a retreat to the wood road for firmer footing, urging them to move slowly. The pursuit was so hot, however, that as soon as they gained the road



Maisonneuve. they broke and ran, leaving Maisonneuve, who had waited for the wounded to be borne off, far in the rear. They rushed on in such a terrified rout that the sentinel at the Fort essayed to fire his canon trained on the path up which they came, but fortunately the fuse did not take or there would have been a greater slaughter than the Iroquois had effected. Meanwhile Maisonneuve followed as rapidly as possible, and the Iroquois, recognizing the Governor forbore to fire, wishing if possible to capture him alive; they pressed so closely that from time to time he was forced to face them pistols in hand, when suddenly they halted, and their chief springing forward stood face to face with their only opponent. The Governor sighted and fired, but the piece missed, and the Iroquois chief, who had thrown himself flat to escape the ball, leaped to his full height and amid a howl of victory from his followers, rushing in grappled with his antagonist and caught him by the throat.

Fortunately Maisonneuve's left arm was under the chief's shoulder, and before his antagonist could push his advantage, he discharged his second pistol point blank into the back of the Indian's head who loosening his grasp, fell heavily in the snow at his victor's feet.

Stupefied, the Iroquois hesitated for a moment and then rushed forward, not to attack Maisonneuve but to save the corpse of their chief from desecration, and lifting it on their shoulders slowly withdrew, while the intrepid Governor reached the Fort in safety.

There never was question of his courage after this.

The beginnings of the little town were "the Fort," at *Pointe à Callière* and the *Hôtel Dieu* but it was not until the fourth day of January, sixteen hundred and forty-eight that "Paul de Chomedey, Esquire, Sieur de Maisonneuve, Governor of the Island of Montreal and of the lands thereto depending," gave the first personal grant of land to Pierre Gadoys which ran from about the site of St. Ann's market, and had as its Eastern boundary about the present line of St. Peter street.

Then the colonists took courage, that is they took courage between the *Hôtel Dieu* and the Fort; Testard de Montigny, Jacques Le Ber and Charles Le Moyne there built their houses; then a fortified mill was built by the Seigneurs, who were now the Gentlemen Ecclesiastics of St. Sulpice, at a place known to all old Montrealers as "Windmill Point" and another mill towards the east which they called "le Moulin du Fort," the site of which we know to-day as Dalhousie Square.

Slowly the little town grew year by year, one family after another came out from Old France, and one home after another was founded in the new settlement. From the line of houses between the Fort and the *Hôtel Dieu* along the northern side of what afterwards became St. Paul street, growth was made upwards on the western side of St. Sulpice street towards the present Place d'Armes.

It is impossible in this sketch even to outline the greatness of the services and sacrifices which M. de Maisonneuve made for his beloved colony. His reward must have been in his own brave conscience, for when he left his Government in Montreal in 1665, by permission of M. de Tracy, to attend to some family affairs in France, M. Dupuis, the Town-Major, was appointed in his stead during such time as the Vice-Roy deemed necessary.

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For twenty-five long and arduous years he had laboured at his post seeking no reward, asking no honours, and had accomplished his work in leaving his charge in such condition that it needed but a continuation of his fatherly care for its growth. Every credit in Canada that he held was dispensed in charity, he took nothing away but the love of his people, and his old body-servant, Louis Frin, whom the Sœur Morin tells us, "il le servait plus qu'il n'en était servi."

Maisonneuve.

The Sœur Bourgeois tells us how when she went over to Paris in 1670, she sought this man forgotten by the world. "The morning after my arrival I went to the Seminary of St. Sulpice to ascertain where I might find M. de Maisonneuve. He lodged in the Fossé St. Victor near *les PP. de la Doctrine Chrétienne* and it was late before I arrived. It was only a few days before this that he had furnished a small room, and had built a hut after the manner of those in Canada so that he might have accommodation for those who might come from Montreal. I knocked at the door, and he himself came down to open for me; he was lodged on the second floor with his servant, Louis Frin, and he received me with the greatest pleasure." He insisted that his guest should sup with him in the *cabane*, and he hastened to the nearest wine-shop and returned with a bottle of wine to supplement their simple repast.

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This is the last personal glimpse we catch of him, but during the remaining years of his life his constant thought was for his colony and he made repeated sacrifices for its sake. After his death on the 9th September, 1676, his faithful servant returned to Canada and was cared for by Madame Bourgeois during the remainder of his days.

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AFTER Chomedey de Maisonneuve there was no man more unselfishly devoted to the interests of the little colony than his Sergeant-Major, Raphael-Lambert Closse. He came out to Canada with Maisonneuve in 1641, shared with him all the hardships and vicissitudes of the early years, exposed himself fearlessly whenever and wherever danger threatened, and was killed in action against the Iroquois just as the new settlement was gaining a strength that promised success to their efforts.

Closse.

Of his origin and family history we have but faint traces; he came out to Canada as a soldier, and is described in the earlier actes as Lambert Closse, *habitant du dit lieu* (Montreal) and although we find him qualified as *noble homme* and *écuyer* in later deeds, there is no satisfactory evidence that he ever obtained letters of nobility.

Dollier de Casson had a soldier's admiration for his unflinching courage and his skill with the pistol, and records many of his acts of prowess. It is indicative of his character that the impression left after reading Dollier de Casson's narrative is, that Closse was a man of mature years, yet we find that he was only a lad of seventeen when he came to the country, and at the time of his death was about thirty-eight.

In 1651, when all were expecting M. de Maisonneuve's return from France, and were anxious for news, he volunteered to descend the river, and, upon obtaining permission, escorted Mademoiselle Mance in safety as far as Three

Closse,

Rivers. Here alarming news of hostile Iroquois was heard and as Montreal would be the probable point of attack, he left his charge in care of the Governor of Three Rivers, Duplessis-Bochard, who was about starting for Quebec with a strong escort ; thereupon Closse returned in all haste to Montreal, where his mere presence brought a sense of security to the anxious inhabitants.

In October of the following year when the country was swept by roving bands of Indians and no man's life was safe, even within the town, Lambert Closse boldly attacked and defeated about two hundred Iroquois, with a force numbering only twenty-four. He and his men were closely surrounded in a small house, and although they were able to hold their own and their heavy fire told terribly on the besiegers at such close quarters, their ammunition began to fail. Once this gave out they could no longer hope to keep back the howling crowd about them, and in this extremity Closse called one of his men aside and told him his expedient. This man, Baston, celebrated for his running powers, at once agreed to the Major's plan. All were ordered to load afresh and after embracing the courageous messenger, Closse opened the door and under cover of their united fire, Baston rushed out, succeeded in breaking through the enemy and reached the Fort in safety ; from whence he soon returned with eight or ten men and two light field pieces.

As soon as he came in sight the little garrison raised a shout of victory and redoubled their fire, the guns were quickly placed in position and in a few moments the Iroquois were driven off with a loss of over twenty killed and many more wounded.

After relating this action, Dollier de Casson says :—" In connection with this "it is fitting I should say a word touching M. Closse, who is known to all as a "man of perfect courage, generous as a lion, the friend of all true soldiers, and "the sworn enemy of poltroons. If one had the care to write down all the "brave feats which he erstwhile performed yearly in this place, he would record "so many eulogies ; for he was everywhere, and everywhere performed wonders, which my carelessness in writing down, has caused me to leave in the tomb "as well as many others, but which will be brought forth from their resting-place some day by an arm less feeble than mine, and by a hand more capable "than that which labours at this history."

He seemed absolutely proof against fear of any personal danger, and in his position of Major of the Town considered it his duty to be first in the field, holding his life as an offering to God in this particular service. It is difficult for us in these peace-loving days to realize the spirit of absolute devotion which governed such men. Dollier de Casson records that Closse, on being warned by some friends a short time before his death that he would certainly be killed if he continued to expose himself so constantly, replied : "Gentlemen, I but came "here to the end I might die for God, serving him in arms. Did I believe that I "should not so die I would leave the country and serve against the Turk rather "than be deprived of such a glory." Here again we meet with the ghost of the Crusades.

It is no wonder that such a man won the admiration and the following of the bravehearts about him, and his years of residence in the Fort with M. de Mai-

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sonneuve must have made a close bond of friendship and confidence between these two devoted men.

For many years Closse was M. de Maisonneuve's principal support for the safety of the colony. As disinterested as his commander, he neither thought of enriching himself by trade or seeking the repose of family life until sixteen years of constant labour had won some results in a growing population and a firmly rooted colony. He served night and day against the enemy, and in quieter times tried to turn his unpractised hand in the more peaceful labours of the community as Clerk of the Greffe of Montreal, a task so difficult for this born soldier that we find the greater number of deeds during his term of office in the characteristic handwriting of the Governor.

In the spring of 1655 the Iroquois swept down on the *Isle aux Oies*, below Quebec, killing the settlers and laying waste the country, with but little resistance on the part of the inhabitants, who were so scattered that they could render no effective help. The victors sent off their prisoners under a small escort, while their main body moved on to Montreal.

Once there they conducted themselves with the utmost boldness; succeeded in killing one man in an ambuscade, and, under pretence of a parley, endeavored to draw M. de Maisonneuve into their reach. But Charles LeMoyne, who had just returned from Quebec, prevented his falling into the snare and with the utmost coolness, went alone in his canoe to meet two braves who paddled close up to the Fort with a captive English boy between them. When he was close alongside he dropped his paddle and catching up his pistols forced them to raise their paddles and so drift into shore with the current, where they were at once secured without a struggle. This feat brought the Indians down in force, but Lambert Closse was placed with his musketeers along the shore and he and LeMoyne charged the enemy with such vigor that they were driven back and held in check while a parley was agreed on. The celebrated Iroquois Chief, Grand Armée, approached in his canoe, flying a large white banner at her bow, landed a little above the Fort and demanded to see the prisoners. They were marched out before him and when convinced of the good faith of the French, he agreed to an exchange and the white captives were brought forth.

The waiting inhabitants recognized among them their townsmen, Michel Messier, Sieur de St. Michel, and Gilles Trottier, the Indian interpreter, also a man known as LaPerle, who had disappeared from Three Rivers and was believed to have perished, and four little girls, survivors of the massacre of the *Isle aux Oies*. They were Elizabeth and Marie Moyon, the only survivors of their family, and Marie and Geneviève Mocart.

We can easily imagine the anxiety with which the captives had awaited the result of the negotiations, and the joy with which they were received by their own people.

The four girls were taken charge of by Mademoiselle Mancey, who soon grew to regard Elizabeth, (or, as she was usually called and always signed, *Isabella*), with peculiar fondness. The girl was of an age to fully realize the horrors she had escaped and to feel the full joy and meaning of deliverance.

After passing through such an ordeal it is not surprising that she dreamed of



MONTREAL IN 1800.  
From an original sketch by Richard Dillon, taken from



MONTREAL IN 1800.

by Richard Dillon, taken from St. Helen's Island.

MONTREAL AND SOME OF THE

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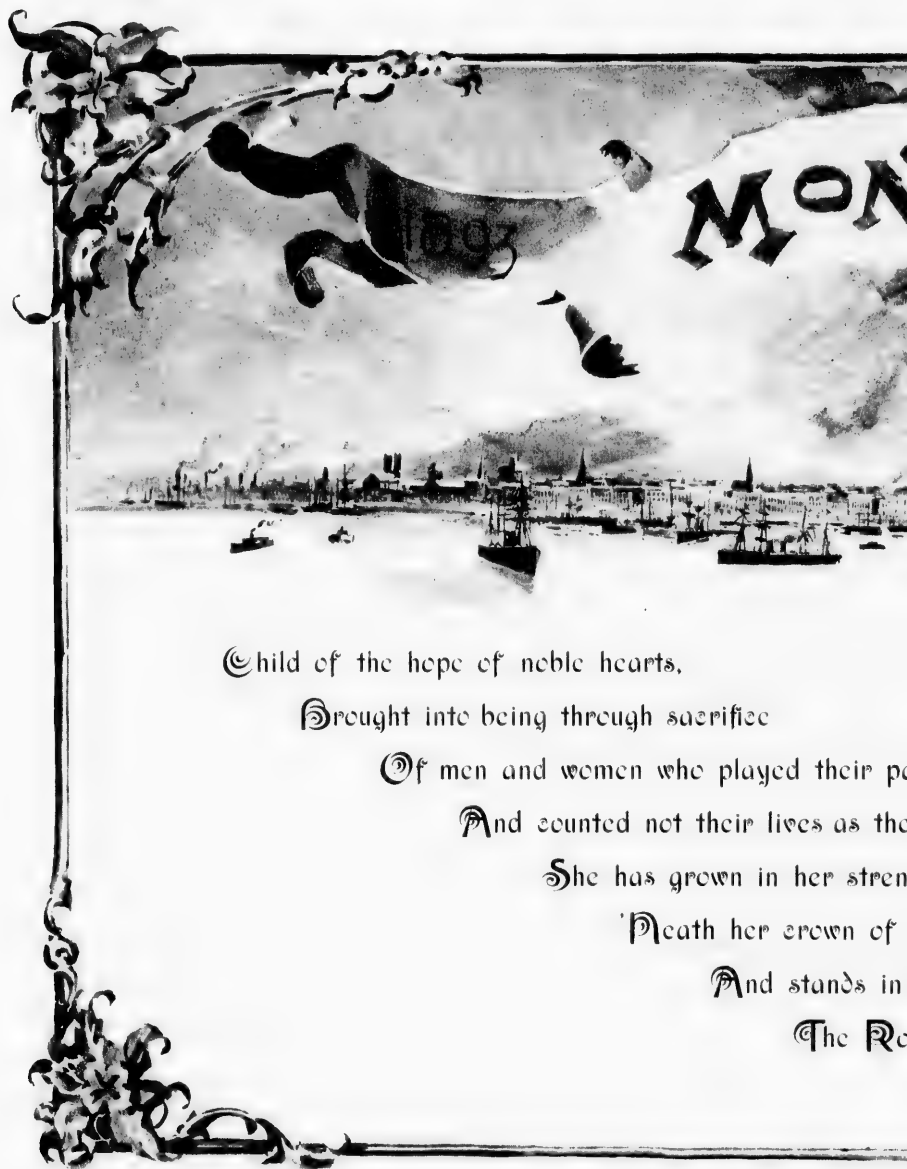
WILLIAM McLENN

E OF THE MAKERS THEREOF.

BY

LIAM McLENNAN.





Child of the hope of noble hearts,

Brought into being through sacrifice

Of men and women who played their part

And counted not their lives as though

She has grown in her strength

'Neath her crown of

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# MONTREAL



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ot their lives as the price;  
grown in her strength like a Northern Queen  
eath her crown of light and her robe of snow,  
And stands in her beauty fair between  
The Royal Mount and the River below.

Bergères, de Rigauville, Major of Three Rivers, and left a family of eight children and one of her descendants, Pierre Fortier, was in possession of Isle Bizard and of the St. Paul street house in 1781.

\* \* \* \* \*

Dollard.

**I**N the little church of the Hotel Dieu, at the corner of St. Paul and St. Sulpice streets, in the early morning of the 18th April, 1660, Adam Dollard des Ormeaux with his sixteen devoted companions heard their last mass and received their last communion before departing on their forlorn hope. Even after the flight of more than two centuries we cannot listen to the glorious story of their self-devotion, without a stirring of the pulses and a heightened pride in the annals of our country ; a feeling in which all difference of origin is forgotten in our common admiration of our country's history.

The Iroquois were gathering in greater force than ever and a determined effort was to be made to sweep the invaders back to the sea over which they had come. News of the movement was brought in by wandering traders and friendly Indians and the fears of the inhabitants were confirmed by the confession wrung by torture from a captive in the death agony at Quebec. There, all was terror and consternation, even defence seemed impossible. Three Rivers was in almost as defenceless a position, and Montreal stood in the vanguard without fortifications, without troops, without anything but the unwavering courage of her intrepid Governor Chomedey de Maisonneuve with his Town Major Lambert Closse, Charles Le Moyne, Picoté de Belestre, and the young Commandant of the Garrison of the Fort, Adam Dollard Sieur des Ormeaux. Dollard had come out to Montreal in the autumn of the preceding year, and according to M. Faillon had held a command in the army in France. His handwriting shews him to have been a man of education and his rank of Commandant of the Garrison of the Fort is established in the public actes of the time.

He proposed to the Governor to call for volunteers to push as far up the Ottawa as possible and there meet the enemy ; and, after much generous opposition from his seniors, left with his little following. His companions were: Jacques Brassier, aged 25 ; Jean Tavernier *dît* La Lochetière, armorer, 28 ; Nicolas Tillemont, locksmith, 25 ; Laurent Hébert, *dît* La Rivière, 27 ; Alonie de Lestres, limeburner, 31 ; Nicolas Josselin de Solesmes, 25 ; Robert Jurée, 24 ; Jacques Boisseau, *dît* Cognac, 23 ; Louis Martin, 21 ; Christophe Augier *dît* Désjardins, 26 ; Etienne Robin *dît* Desforges, 27 ; Jean Valets, 27 ; René Dous-sin, Sieur de Ste. Cécile, 30 ; Jean Lecomte, 26 ; Simon Grenet, 25 ; and Francois Crusson *dît* Pilote, 24.

The beginning of May found them encamped within a ruined fort at or near a spot now known as Greece's Point at the foot of the Long Sault. Here they were joined by two bands of Indian allies ; the first consisting of thirty-nine Hurons under Anontaha and the other three Algonquin braves under Mitivemey who, anxious to prove their courage, had been reluctantly permitted by Maisonneuve to follow and join Dollard.

They were barely installed before the advance canoes of the enemy came in sight, and unfortunately as the French opened fire at too great a distance to be

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effective some of the Iroquois escaped and reported their presence, whereupon Dollard the enemy came on in force. A general onslaught was at once made on the little fort but only to fail. Day after day, night after night, for a whole week the little garrison withstood the constant attacks and alarms, only resting from the constant fighting to join in prayer, to relieve the wounded and to repair the breaches made during the last assault. The fort was all too small, but this inconvenience was removed by the constant desertion of the Indian allies who were not proof against the offers of desertion made by the enemy and their constant taunts and threats of torture. All deserted save the four Algonquins and old Anontaha, who fired his pistol at his nephew as he leaped over the wall to seek safety with the besiegers. In spite of all the horrors about them, no man wavered for an instant and the defence was so desperate that the Iroquois were well nigh disheartened; but the arrival of a fresh force of five hundred more warriors forced them in very shame to renew the attack.

On the eighth and last day of the siege solemn preparations were made by the Iroquois; lots were drawn for the attacking party and every brave who was eager to display his courage stepped forward and picked up the twig which allotted him a post of danger in the attack. The death song was chanted and at a given signal the Indians swept over the open space and rushed on the fort in resistless numbers. In spite of every effort the gallant defenders were beaten back and the Iroquois gained command of the loop-holes and poured in volley after volley tearing and cutting at the weakened palisade until it gave way and they swarmed round the inner defence. As a desperate expedient Dollard charged a heavy musketoon to the muzzle and lighting a long fuse attempted to hurl it into the midst of the enemy. Unfortunately it caught on one of the palisades and burst killing and wounding many of the little garrison and the story of their last struggle cannot be better told than in the simple language of Dollard de Casson: "True it is," he writes, "in spite of this misfortune, though each one defended his post with sword stroke and pistol as if he owned a lion's heart, perish he must. Daulac (Dollard) was at length killed, but the courage of our people held ever to the same resolve, all rather envying so good a death, which none dreaded. If a picket gave way at one point someone leaped there in an instant, sword or axe in hand, killing and slaying all he met until he killed himself. At last our men being nearly all dead they broke down the gate and in they rushed in a crowd; then the rest of ours, with sword in the right hand and dagger in the left, began to strike on all sides with such fury that the enemy lost all thought of taking them prisoners in the necessity they saw of killing as quickly as possible these few men, who in dying threatened a general destruction should they not haste to slay them, which they did by a hail of musketry under which our people fell on the multitudes they had slain before dying. After these furious volleys on the few who survived, these butchers, seeing all laid low, rushed incontinently upon the dead to see if there were none who yet breathed and who might be saved to render them capable for their tortures later on. But though they looked long and turned every body, they could find but one who was in a state to serve their end and two others who were on the point of death whom they straightway threw into the fire but who were so far gone that they had not the satisfaction of thus adding to their



MONTREAL  
From an original sketch by Richard Dillon



MONTREAL IN 1800.

Original sketch by Richard Dillon, taken from the Grounds of "Beaver Hall."

Dollard.

"sufferings. As to him who could be made to suffer when he was well enough  
 "to bear their cruelties, one cannot tell of the tortures they made him endure,  
 "neither can one express the wonderful patience he shewed in his torments,  
 "which excited the rage of these cruel men who could invent nothing so barbar-  
 "ous nor so inhuman that this glorious victim could not triumphantly bear. As  
 "to Anontaha and our four Algonquins they merit the same honour as our  
 "seventeen Frenchmen, inasmuch as they fought like them, died like them, and,  
 "as seemingly, like them they were Christians and bore themselves holly like  
 "them in this action, with them they would go into Heaven."

A month afterwards the news was brought to Montreal by one of the Hurons who had escaped from the tortures with which the Iroquois rewarded the deserters—but with the dreadful story came the assurance that the sacrifice had not been in vain, that the Iroquois had returned disheartened and dismayed and the reign of terror was over.

The heroic defence of this little fort and the solemn sacrifice of these brave lives is the crowning glory of Canadian annals. Alone and unassisted in the depth of the wilderness, without any of the stirring pomp and splendour of war, unseen by those for whom they laid down their lives and surrounded by all that is terrible in savage warfare, no one faltered, no one gave way, until the victory of the vanquished was won and the country saved from the destruction that seemed inevitable.

There are but few particulars to be gathered of the individuality of these heroes. René Doussin Sieur de Sainte Cécile was a man of some standing who possessed property in Montreal and lodged in the house of Jean de Saint Père at Pointe St. Charles with Jacques Morin, and amongst the debts due by him we find the sum of nine livres part of a larger sum due by Dollard for which he had become surety.

Jacques Boisseau *dit* Cognac was poor in worldly goods, for when his inventory was taken they were found to consist of:

Un meschant matelas.....	50 sols
Un meschant chapeau gry avec un meschant cordon de faux.....	30 sols
Une meschante paire de mitaine de castor faite de plusieurs morceau.....	

and his debts amounting to 25 livres 8 sols.

On the 18th April, Jean Valets appeared before Maître Basset and declared that being about to leave with the Sieur Dollard against the Iroquois, "and not knowing how it will please God to dispose of him during the said time," voluntarily constituted his friend Jean Pichard, with whom he lived at Point St. Charles, as his universal heir in the event of his death. He possessed a fair amount of personal property and had some grain stored in the house of Jean de Saint Père.

Among the many valuable records preserved by Maître Basset one of the most precious is a little scrap of paper, the last memento of the heroic Dollard written in his characteristic hand.

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Dollard.

*J'ay soussigné confesse devoir au  
sieur de laubuchon la somme de quarante cinq livres  
plus trois deniers que j'ay promise payer au  
sieur de laubuchon le quinze avril mil  
six cent soixante et six*  
*Dollard B*

(TRANSLATION.)

I, the undersigned, acknowledge to owe to M. Jean Aubuchon the sum of forty-five livres, plus three livres, which I promise to pay him on my return. Signed at Ville Marie the 15th of April, one thousand six hundred and sixty.

DOLLARD.

Money borrowed in all probability for his preparations for his last journey and for which Jean Aubuchon never presented his claim when Dollard's estate was settled in November, 1661.

Picoté de Belestre was appointed as Commandant in his place and took charge of his effects which consisted of a few well-worn suits of grey clothes, some linen, a sword, a baldrick, a dressing case, a pair of snowshoes, a trunk and a leather valise, and his debts amounted to the sum of 15 livres 10 sols.

\* \* \* \* \*

ONCE upon a time the Devil and the Wind held a contest in Montreal soon after it had taken shape and was known as Ville Marie and there were streets to run riot in and buildings to race in and out of. The new Parish Church was just completed then, standing well out into the middle of Notre Dame Street facing westwards. When the Devil and the Wind had reached this point the Devil said suddenly, "Let go a moment I must run into that church and bring back that sinner,"—and the Wind waited and waited, but the Devil must have escaped by some loophole, for the Wind never saw him again, but has ever since been searching about the self-same spot for his treacherous comrade.

The story may not be true, but that is the way poor John Lesperance used to tell it, and he knew the place well; besides, the wind still howls and rages on stormy winter days and nights up and down St. Sulpice Street between the stately walls of the new Parish Church and the tall warehouses; and in summer time, when you cannot find a breath of air alive in any other quarter of the town, stand at the corner of St. Sulpice Street and the Church and you will presently feel the wind softly creeping up the narrow street sighing at the trick played two hundred years ago.

In those days St. Sulpice Street did not run into Notre Dame at an abrupt right angle as at present. But with the easy character of a street as old as its town, moved with the change and improvement about, making a corner here and another there and when the Parish Church was built, swept loving round close to choir and apse and so insensibly into the Upper Town. Nor was it then known as St. Sulpice Street, but as St. Joseph, after the establishment of Les Sœurs Hospitalière de St. Joseph de l'Hôtel Dieu at its foot, facing on St.



Basset.

Paul Street. It was unpaved, innocent of sidewalks, unlighted at night and barely eighteen feet wide, but was a pleasant street for living in during summer months, when the fruit laden trees showed their wealth over the stout palisades which hid the well kept gardens from view, and here, resting under the very walls of the church stood the dwelling of Benigne Basset, first Greffier and Notary of Ville Marie.

In the glamour which romance has thrown over our early history it is difficult at first to see beyond and realize that apart from the heroines who defended forts, escaped from Indians, and fought like men at need; apart from the heroes who alternately faced the Iroquois, the Hollander and the English, and apart from the explorer and the adventurer who filled the waters and woods of the wilderness with his story, there were men and women who remained at home working as laboriously and unceasingly as if all outside were at peace and thus giving to the colony that consistency and uniformity without which the struggles and victories of their more romantic brothers and sisters would have ended in no tangible result.

It was about the year 1639 when the hearts of *l'honorable homme, Jean Basset*, "*Maitre Joueur de Lut des Pages de la Chambre du Roy*" and of Dame Catherine Coudreau his wife were gladdened by the birth of a son whom they thankfully named "Benignus," Benigne. The boy grew and thrived in his home in the rue Neuve St. Honoré, and as he advanced, shewed such aptitude and capacity that he wrote a clerkly hand at an age when almost boys are barely beyond "pot hooks and hangers;" and at an age when almost boys are still in leading strings little Benigne was on the high seas to seek his fortune in that New France of which there was much talk in Paris in those days.

It is extremely probable that M. de Maisonneuve had met the boy's father, who from his position was attached to the Court where the founder of the new colony of Ville Marie made known the wants of his foundation to the King and his ministers; and, impressed by the qualities of the lad, urged the opportunities of advancement in a new country where his acquirements would be fully valued. The boy was not more than fifteen years of age when he left home, and as his familiarity with legal terms and forms must have been acquired by some experience in an office, and as he had picked up some elements of surveying, his training must have been begun early and his industry and capacity been far beyond the average.

The *Greffé* of Montreal was in sad want of some competent director, the Associates had never obtained the services of a Notary, and, so far, no one had been appointed as Greffier. Nicolas Gastineau, the first *commis*, or clerk to the Greffe wrote a beautiful hand, but the extreme brevity of his deeds hardly indicates a legal training and his successors, Jean de St. Père and Lambert Closse, were far more accustomed to the sword than the pen. Indeed many of the early deeds were drafted and entirely written by M. de Maisonneuve and merely signed by the *commis*.

Basset arrived in Montreal in 1654 (M. Soulte says in 1647, but I have not been able to certify this) and was probably at once employed in the Greffe to which he was appointed *commis* in 1657 and assumed full charge, began a proper

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Repertoire and arranged the paper given into his care. It is difficult to deter- Basset.  
mine what the requirements of a Notary then were, we find Basset signing him-  
self as such in 1658 when still under age. It is probable that he held the posi-  
tion of Notary to the Seigneurs and could not exercise his profession outside  
of their possessions, for he was not appointed as Notary Royal until he had at-  
tained the required age of twenty-five years.

By careful searching through the faded documents over which he and others  
laboured two hundred long years ago, we may here and there catch indications  
of the character of the man, and can trace the faint outlines of his life.

His was a life of patient, hard work, begun in early youth and continued  
without interruption until within a few days of his death. His reward was the  
help and affection of a loving wife, the respect and esteem of his fellow citizens  
and the happiness of a man whose record was good. He won neither wealth,  
fame nor a place in our history, yet his life was successful and he bequeathed to  
his children a fair name and to his profession the priceless traditions of honour  
and integrity. His success was all the more admirable in that it was gained by  
his unaided effort, without wrong to others less fortunate in the struggle, and  
owing nothing to the blind chances of fate.

From the first he had faith in himself, for, despite his meagre income, he  
dared to risk the future and ventured to ask Jeanne Vauvilliers, who like himself  
was Paris born and bred, to share his fortunes. His suit was successful and  
his choice fortunate, for in his young wife he found a faithful companion who  
proved unflinching in her support during the struggle of their early married life.

The signing of the Marriage Contract was a very formal and important  
ceremony in those days, the position of the bride and groom being indicated by  
the number and rank of the personages who assisted in its execution. As there  
was no other Notary in the new settlement M. de Maisonneuve specially  
appointed Mederic Bourduceau, who then represented the Compagnie des  
Indes at Montreal, to act, and when the contract was ready for signature,  
all the principal dignitaries of the little colony gathered together to do honour  
to the young notary and his bride in the Audience Chamber of the Fort, on the  
evening of the 4th November, 1659.

There was Messire Gabriel Souart, the Cure and first schoolmaster of  
Montreal, who was later on Second Superior of the Seminary, a man of wonder-  
ful energy, who devoted his considerable fortune to the furtherance of the  
colony. Louis d'Ailleboust de Coullanges, formerly Governor General, Paul de  
Chomedey, Sieur de Maisonneuve, Governor of Montreal, Charles d'Ailleboust  
des Musseaux, Lambert Closse, Zacharie Dupuis, and others, on the part of  
Maître Basset while the bride was supported by Madame d'Ailleboust de  
Coullanges, Mademoiselle Mance, Jacques Le Ber and Charles Le Moyne. And  
Madame d'Ailleboust and her husband supplemented the wedding portion of  
the bride by the handsome present of three hundred livres in furniture and  
household goods to help the young couple on their way.

In the following year Maître Basset, who had then attained the full age of  
twenty-one years, was advanced to the position of Greffier, and doubtless  
received a welcome addition to his salary.

Basset.

We find abundant evidence of his industry in his double profession, but the fees were very small, there were certain charges incident on his promotion as Greffier, and the cost of living in a colony cut off from the Mother Country for six months in the year was a severe strain on his resources. Fortunately Madame Basset's people in France were comfortably off, and their assistance in the shape of merchandise, which commanded a handsome profit in the new colony, was most opportune.

A few years later our Notary gratefully acknowledges their help in a formal deed in favour of his wife declaring their community is indebted to her in the sum of fifteen hundred livres so received "without which we would have greatly suffered."

Although a man of peace, Maître Basset recognized his duties as a citizen and took his place in the "Militia of the Holy Family," organized by M. de Maisonneuve in 1663 for the defence of the town and served in the same squad as his friends Jacques Le Ber and Charles Le Moyne.

When the Company of the Hundred Associates was suppressed by the King in 1663 and the Company of Montreal abandoned its charge in turn, a formal deed of donation was granted by the latter in favour of the Seminary of St. Sulpice which accepted the charge. M. de Mezy, then Governor-General, at once erected the Island into a *Seneschaussé royale* and named Artus de Saligny, Judge; Charles Le Moyne, Procureur du Roi, and Benigne Basset, *Greffier en chef et notaire de la Seneschaussé*. This the Seminary immediately resented, and on their part named Charles d'Ailleboust des Musseaux as Judge and Basset as *Greffier de la Seneschaussé royale, Notaire royal et commis greffier pour les Seigneurs*. The Governor supported M. de Laval, was not to be balked, and on his visit cancelled Basset's appointment and named Nicolas de Mouchy as Greffier and Notary. But after petitions and counter petitions had been sent to the ministers, at length the Seminary gained their point and Benigne Basset was established in his office.

By his acceptance he cast in his lot with the fortunes of the Montreal party, as opposed to that of Quebec, and his position in consequence was for a time somewhat precarious. The extreme Montreal party came in time to mean Perrot the Governor, Brucy his Lieutenant and others whose conduct eventually brought them into conflict with the higher authorities and as Basset was the only practising notary in the place, he fell into disgrace through his clients. In 1673 he was suspended from the exercise of his functions for the term of four months; Cabazier, a bailiff, was ordered to act during his disgrace, and the unfortunate notary was heavily fined. However upon his representations to the Sovereign Council his fine was reduced to twenty livres and his suspension shortened to three weeks, "le tout de grace et attendu l'extreme necessite de sa famille." He had refused communication of certain papers to interested parties, had acted under the authorization of Perrot who had no powers, and is declared to have kept his papers in bad order. If this last charge were true, he must certainly have mended his ways for nothing could be more admirable than his Greffe as it now exists.

A few years later he retired from his official position as Greffier and Maître

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Cabazier reigned in his stead. Thenceforward he practised his profession of <sup>Basset.</sup> notary and his way was undisturbed by any further troubles of public life.

He gradually acquired different properties within and without the town, dignified his name by the addition of *Sieur des Lauriers*, and sighed rather for the position of a successful citizen rather than professional dignities; for in a deed drafted by himself about this time we find him described as "*bourgeois*" and he represented his friends *Le Ber* and *Le Moyne* as their attorney in their business transactions.

In his family life all went smoothly. Soon after his marriage the *Seigneurs* had made him a grant of land on *St. Paul* street where the warehouses of *Messrs. Lyman Sons & Co.* now stand, on condition that he should build and pay a trifling annual rental. Here he built a small house, here his eldest son was born and named *Jean* after his grandfather, and here the first few years of their married life were spent. A few years later he acquired the property at the head of *St. Sulpice* street and gradually saw the *Parish Church* tower alongside his humble dwelling.

He was strongly attached to his wife, their seven boys and girls grew up about them, and, with the exception of one child who died at birth, their family circle was unbroken for none of the boys seemed tempted by the spirit of adventure abroad in those days. It may have been heredity, or, possibly a quiet habit of mind increased and fostered by the uneventful life in their peaceful home under the protecting shadow of the *Parish Church*, ever within sound of the holy office and the faint presence of the incense mingling with the summer sweets. They lived quietly together in their simple way without any of the excitements so common in family life in those days when nearly every lad was an adventurer before he had properly finished with his dominie. One of the sons, *Basset de Lignière*, took up the profession of a surveyor, and we find his notes on odd slips of paper written in a stiff crabbed hand. The *Abbé* states that the eldest boy, *Jean*, was drowned with a clerk of *M. de La Salle* named *Ptolemey* in 1679, but this is an error as *Basset* speaks of him as living in a deed dated 13th February, 1681.

*Angelique*, one of the daughters who had been educated at the *Hôtel Dieu* and long craved admission as a member, was generously provided by an unknown lady with the required *dot* which her parents were unable to furnish and entered that community as a nun. Only one of the family ever married, the second daughter *Jeanne*. She, too, was imbued with the same cautious spirit as her brothers for she did not venture on the difficulties of married life until she had reached the mature age of sixty-one when she became the bride of *Etienne de Miray, Sieur de l'Argenterie*, and accepted the responsible position of step-mother to his three grown-up daughters.

*Basset* was too conscientious a *Greffier* not to respect himself as an official and insisted on being treated with the respect due to his position. In 1666 he obtained a judgment against *Jacques de la Porte*, a quarrelsome and foul-mouthed ruffler, who had grossly insulted him and who had been in like trouble before. The judgment was precise in its terms and sufficiently ample to assuage

*Batiments civils.*

- a.* LA PAROISSE  
*b.* LE SEMINAIRE DE ST SULPICE  
*c.* LES JESUITES  
*d.* LES RECOLETS  
*e.* L'HÔTEL DIEU  
*f.* LES SŒURS DE LA CONGREGATION  
*g.* CHAPELLE DE BON SECOURS  
*h.* L'HOPITAL  
 CHAPELLE STE ANNE } AU DEHORS DE L'ENCEINTE.

*Batiments militaires.*

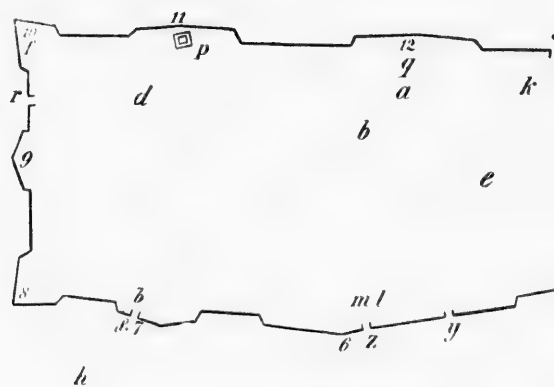
- k.* PRISONS  
*l.* CORPS DE GARDE  
*m.* BOULANGERIE  
*n.* HANGAR DE LA CANOTERIE  
*o.* MAGAZIN DU ROY  
*p.* MAGAZIN A POUVRE  
*q.* PLACE

*Portes.*

- r.* PORTE DES RECOLETS  
*s.* " ST LAURENT  
*t.* " DE BEAUHARNOIS  
*u.* " DE LA CANOTERIE  
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*æ.* " DE LA CHINE

*Fortifications*

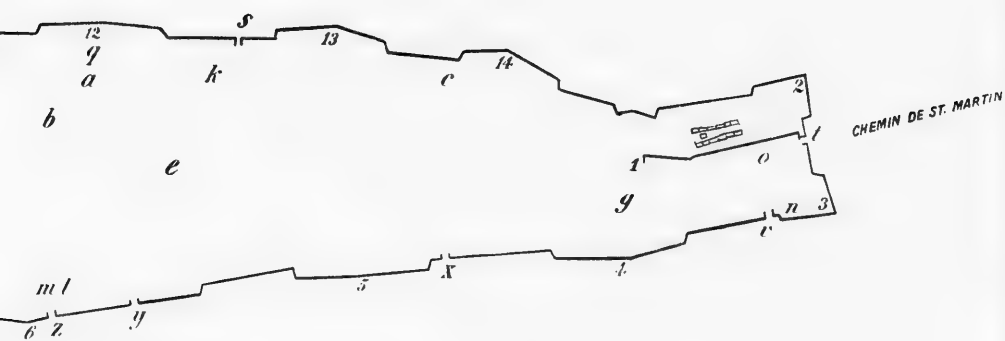
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12. " DE LA PLACE
13. " ST LAURENT
14. " DE L'ETANG



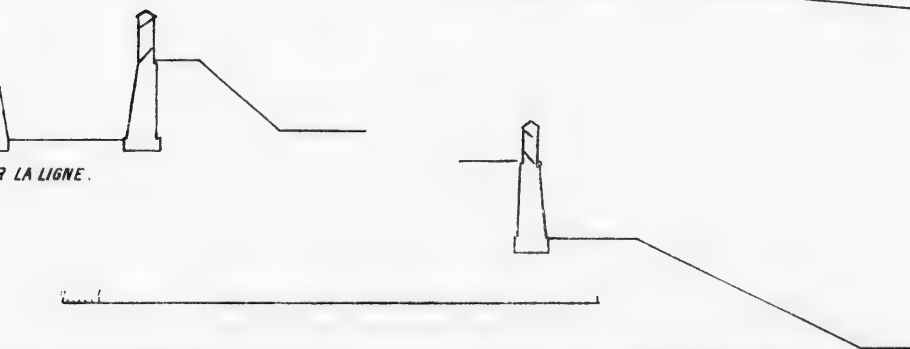
Par Franquet 1752.



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Basset.

any outraged dignity, for Jacques de la Porte was condemned to make a public apology, to be imprisoned for twenty-four hours, to pay a fine of six livres to the public purse and a pint of brandy of the value of twenty sols to the Plaintiff on demand.

But alas! even so respectable a personage as our Notary had his own times of weakness, for in a little book of fines enacted for minor offences, dated the 15th February, 1678, we gather that Maître Basset, on one occasion at least, so far forgot his dignity as to vent his displeasure in language of unbecoming freedom, for there it is recorded that he was fined three livres "for his irreverence and insolence" towards one Jacques St. Yves.

It is pleasant to find that our Notary had his amusements as well as his work and cares and found relaxation from the labours of his office in following his dog across fields. Like a true sportsman he was unselfish as to his belongings, for on one occasion he lent a valuable dog to his neighbor Le Moyne de Ste. Hélène who was so unfortunate as to lose her in the woods, but promised Maître Basset a bark canoe as compensation.

In the roar of Sir William Phipps' cannon before Quebec, all trivial matters were forgotten and Ste. Hélène never returned from the victorious city to fulfil his promise. Two years later in the settlement of his estate the promise was claimed and Maître Basset was allowed the handsome sum of forty-four livres for the lost dog by the Sieur de Monic with the approval of M. de Longueuil.

For over forty good years Maître Basset exercised the profession of Notary. He also surveyed and left his *proces verbal* of the first streets of the town, ran boundaries between neighbours, drew up their marriage contracts, their wills and inventories, copied and took charge of valuable papers which in less orderly hands would have disappeared and thus preserved for us a detail of the social life of his day which brings him and his surroundings before us with a reality otherwise unattainable.

His busy career ended with the century in which he was born. On the 9th of July, 1699, he executed his last deed and left his work to watch by the bedside of his faithful wife. Before the month was out her life's work was ended and six days later Maître Benigne Basset was laid to rest beside her in presence of "une grande affluence de personne de lun et de lautre sexe" as the officiating priest records in the parish register.

The last trace we find of the family is the sale of the old home in St. Sulpice street to the Hôtel Dieu in 1722.

One of the sons lived until 1737, and thus with one hundred years the three generations which we know of the family Basset had all passed away and the name was extinct in New France.

\* \* \* \* \*

Dolliver de  
Casson.

WHILE Chomedey de Maisonneuve with the assistance of his devoted followers was praying, fighting and labouring, day and night, for the existence of the little settlement, whose future he saw with the eye of an inspired faith—far over seas in Lower Brittany, a lad of tender years was all unconsciously forming his life and character, destined one day to play an im-

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portant part in the fortunes of the new colony; this was François Dollier de Casson, born in 1636, and, all the traditions of his family as well as his own inclinations being military, he was trained from his earliest youth for the royal service in the field.

At the age of fifteen he entered the army, where he soon won the admiration and esteem of both comrades and superiors by his genial temper and daring courage under fire. Dignified and respectful towards his superiors, kindly and affectionate towards those of his own rank, of commanding height and extraordinary physical strength, he seemed peculiarly fitted for a soldier's life. Indeed he loved it fondly, and in after years on many a night enlivened the quiet circle round the fire in the Old Seminary of Montreal introducing wider vistas of a more secular existence as he narrated to his fellow priests thrilling stories of his adventures in camp and field. One such story has come down to us. He used to tell how one day being with his men under a heavy fire he suddenly became aware that one of the enemy's gunners was in the act of applying his match to a cannon trained directly on him. According to the military etiquette of the day to run was out of the question, to throw himself on the ground was equally impossible. Instantly drawing out his handkerchief he dropped it at his feet, and, as he bent to recover it, the ball passed harmless over his head and it and his dignity were alike untouched. Such a man could not help loving his profession; but just as success seemed opening before him, when he had obtained his grade as "Captain of Cavalry" and was high in the favor of the Great Marshall Turenne, he threw up his command and entered the Seminary of St. Sulpice at Paris.

This step was not taken until after long and serious reflection, but having once determined his future life he brought into it those same qualities which had made his success in the world—qualities fully appreciated by his superiors, and, after passing his novitiate, he left France for Montreal where he arrived on the 7th September, 1666. His new profession had in no way narrowed or lessened his genial nature and he carried into it a knowledge of men and of the larger world, that was invaluable in the heterogenous community in which he was to spend his life, added to a trained courage that stood him in good stead on more than one occasion.

He had scarcely been a week in his new quarters before he had an opportunity of proving both courage and training. When the expedition organized by M. de Tracy against the Iroquois passed upwards from Quebec he joined it in his quality of chaplain and laughingly says he there passed his novitiate in fasting. He tells how he failed to save a drowning man, firstly because he was so reduced by constant starvation and want of sleep, and secondly because an impudent cobbler had shod him with worthless shoes and the stones on the shore were so uncommonly sharp that by the time he was in the water the man had disappeared. However his brave attempt was not unrewarded for a kindly Jesuit "drew him apart and gave him a morsel of bread, seasoned with those two excellent sauces, one Madeira and the other Appetite."

The campaign was successful in every point and Dollier de Casson returned to Montreal in November with the victorious troops, strengthened for his work by new experience, but suffering from a swollen knee.

Dollier de  
Casson.



Dollier de  
Casson

Before he had recovered he was appointed by M. Souart, his Superior, to repair to the distant fort of St. Anne on Lake Champlain where the soldiers were dying of scurvy without the ministrations of the Church. No escort was provided, Ste. Anne was seventy-five miles from Montreal and the way thereto was swarming with foes.

He was still suffering severely from his knee and, as the rule of Dr. Sangrado still obtained, the treatment prescribed was naturally bleeding. Weakened by starvation and fatigue he fainted under the ordeal, but on his recovery from the swoon overheard two soldiers talking of their journey to the Fort at Chambly. Here was his opportunity; "Give me a day and I'll go with you," he called out and on his prayer being granted he bravely limped forward with his little escort.

In his journal we read how he withstood his painful sufferings on the dangerous march; how he saved the drowning soldier whom no one else dared approach on the treacherous ice, and safely reached his destination where he prepared the food and fed and attended to the sick and dying men with his own hands. In spite of his labours man after man was stricken down and the little garrison was growing smaller day by day, but M. de la Mothe who was in command was as courageous as his Chaplain and one day met his morning's report with, "Look you, Sir, I shall never surrender. I will give you a bastion to hold," to which Dollier as gallantly replied—"Sir, my company is made up of sick men with the Surgeon for Lieutenant—but give me wheelbarrows and we will carry them to the bastion you appoint. They have courage now and will no longer desert, as they did from your company to join mine."

And so the dreary winter wore on until the spring came with new supplies and new hopes to relieve the gallant officer and the dauntless priest.

The following winter Dollier de Casson spent among the Indians on the shores of the Bay of Quinté, winning their confidence and preaching his holy mission with that success which followed his efforts throughout.

One night while engaged in his devotions a young brave attempted to interrupt him with those obscene jests which proved so efficacious on many an occasion, but he had no ordinary "black robe" to deal with; without rising from his knees the soldier-priest shot out his right arm and the savage rolled on the ground amid the jeers of his fellows who shouted in admiration: "There is a man!"

Tales had been brought down from the distant North West of many tribes in heathen darkness longing for tidings of the white man's God.

Réné Robert Cavalier, Sieur de la Salle, was all on fire to explore the country towards the Great River which he believed to empty into the Vermillion Sea, and Dollier de Casson and his fellow priest Galinée joined the expedition. Parkman has told the story of their wanderings; how the priests left the explorer on the northern shores of Lake Erie near where Hamilton now stands, how they visited the Jesuits at Sault Ste. Marie and returned to Montreal the following year by the Ottawa.

The succeeding summer he accompanied M. de Courcelles as almoner in his

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expedition to the Bay of Quinté and on his return was appointed Superior of the Seminary of St. Sulpice at Montreal, a position he honoured for over twenty-four years. Dollier de Casson.

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Whether it was the clash of swords in a public brawl, the crash and fall of burning buildings, the dangers of the trackless wilderness and treacherous Iroquois, the insolence of Perrot the Governor, or the more formidable anger of Frontenac, Dollier de Casson carried through what he conceived to be his duty with a modest unflinching courage that won respect from his opponents and devotion from his friends.

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His History of Montreal from 1640 to 1672 is the most precious chronicle of the time that has been preserved. It was written, he tells us, for the delectation of the invalids of the Seminary in Paris "to fill a few of those hours which Messieurs your Doctors and Apothecaries do not permit you to devote to more useful employ." Full of incident and pictures of every day life told in the simple, straightforward manner of a man but little accustomed to the niceties of the pen, a want he frequently laments, it is enlivened throughout with touches of his quaint and genial humour which help to make the man so real to the careful and intelligent reader.

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He had filled the offices of military chaplain, missionary, Curé of the Parish of Montreal, and at the time of his death was Superior of the Seminary. He died in 1701 and was buried in the old Parish Church in the Place d'Armes, having spent thirty-five years of his life in the service of his church and adopted country.

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Parkman describes him as "a good soldier without doubt at the mess table in the field, and none the worse a priest that he had once followed the wars. He was of a lively humour, given to jests and mirth; as pleasant a father as ever said Benedicite. The soldier and the gentleman lived under the cassock of the priest. He was greatly respected and beloved; and his influence as a peace-maker, which he often had occasion to exercise, is said to have been remarkable."

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Grandet, who knew him intimately, has left this loving testimony of his character: "Throughout all Canada he had acquired universal confidence and esteem by his thoughtful tact, his generous and polished manner and by his easy and kindly conversation sustained by an air of good breeding, a carriage and dignity which without trick or affectation softened all hearts and gave him an imposing authority which no one could withstand. His peculiar quality was to render virtue attractive, his divine gift to gain hearts and draw them to God."

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**C**HARLES Le Moyne was born in Dieppe, in Normandy, in 1624, came to Canada in the service of the Jesuits in 1641, and five years afterwards settled in Montreal, as Indian Interpreter. His early life was one of constant adventure and his absolute fearlessness and uncompromising integrity caused him to be greatly trusted and admired by the Iroquois. Charles Le Moyne.

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Charles Le  
Moyne.

In July, 1665, while shooting small game at Côte Ste. Thérèse, he was surrounded by a band of hostile Indians, and, although quite alone, showed so determined a front that there seemed a chance of his escaping, when he caught his foot in an up-growing root and, before he could recover himself, was made a prisoner in the hands of that people who had often felt the weight of his arm. He was carried off in triumph, but his unfaltering courage and his weighty argument, that torture him as they might, his death would be bitterly revenged, made such an impression upon his captors, that they not only spared his life, but three months afterwards sent him back in safety to those who had long since given up all hope.

He joined M. de Courcelles in his successful expedition against the Iroquois in the following year, in which he led the Montreal contingent of seventy men and was awarded the honorable, though, dangerous position of the van-guard in the march, and the rear-guard in the return; a duty so admirably performed that he and his men won the warm approbation of the Governor, who affectionately called them his *capots bleus* and said if all his men had been of like stuff he would have been even more successful.

As a recognition for these and other services he received his patent of nobility from the King in 1668, and is therein qualified as the *Sieur de Longueuil*, by which title he was known and styled until he gave his eldest son the Seignory of Longueuil and thereafter was correctly styled the *Sieur de Chateauguay*.

The first house built by Charles Le Moyne stood on the exact site now occupied by the warehouse of J. G. Mackenzie & Co., and was built close up to that of his brother-in-law Jacques Le Ber. The lower part was of solid stone, above this rose the upper story of heavy timber work built in with masonry and in front was the court yard surrounded by a strong barricade of stout pickets, closely joined.

This modest dwelling, however, soon became too small for his rapidly increasing family and the old house was extended to more than double its original length by an addition built entirely of stone, forty-five feet long by twenty-four feet wide, being two stories high, with cellars and the inevitable high pitched roof with its great garret, which insured such coolness in summer and a safe store-house for provisions in winter. At the end of his garden next St. Sulpice Street, stood another solidly built house of heavy masonry, called "La Jardinière," probably erected at an earlier date as a place of safety. On the opposite side of St. Paul Street, on land granted to Le Moyne and Le Ber in 1660 stood the warehouses, stores and bakery owned by the brothers-in-law.

His business and wealth so increased that at the time of his death in 1685, besides his town properties, he held the concession at Point St. Charles, the Fief of Chateauguay where he reserved a large demesne with a manor house and buildings; the Fief of Maricourt, or Isle Perrot, purchased from the late Governor of Montreal, the Fief at Lachine which he and Le Ber had acquired from LaSalle, St. Helen's Island, Isle Ronde, and other properties near the city to the north of Craig Street, besides the valuable Seignory of Longueuil, with its imposing manor house, gardens, orchard, windmill and other dependencies, which he had given to his eldest son Charles, in 1684: his entire estate

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amounting to the handsome sum of more than 125,000 livres, which, allowing for the difference in values, would amount to as many dollars to-day.

Charles Le Moyne

He was buried in the little church of St. Joseph near by on St. Paul Street, and his widow was left with a family of thirteen children to be educated and developed into men and women worthy of the honorable name bequeathed to them by her dead husband.

Ten of the children were boys, the eldest being twenty-nine and the younger only two years of age, and they without exception distinguished themselves by their brilliant services afloat and ashore. To mention them in turn would merely be to give a long roll of ever recurring actions on sea and land and an almost unvarying list of victories. Instead of this let us follow the family life in the old house in St. Paul Street in so far as it is now possible.

Their mother, Catherine Primot, must have been a woman of strong character for the subsequent career of her children shews the effect of their home training.

She continued her husband's business, partly in partnership with Antoine Pacaud, a merchant of Montreal, and managed the fortune left her to such good effect, that when she died about six years later she had increased it to over 141,000 livres.

HER right hand in all household matters, in training and caring for the children, and advising her in business matters, was her fifth son François, Sieur de Bienville, who was unmarried. Of the elder brothers, Charles was living in his manor at Longueuil with his wife and family and had his constant military duties to perform, Jacques the second, Sieur de Ste. Hélène, whose story we tell in another place, was also married and had his house in St. Sulpice Street near by, but was frequently away on expeditions against the Iroquois or the English. Pierre, the third, Sieur d'Iberville, was a sailor and seldom at home; Paul, Sieur de Maricourt, had also been away and was about to be married, and on Bienville, next to his mother, fell the responsibility of caring for the younger members of the family.

Bienville I.

The following legacy taken from her Will shows her confidence in him, how faithfully he discharged his duty and the careful watchfulness of the dying mother for the future of her little ones:—

"To François Le Moyne, Sieur de Bienville, one of the children of her late husband and herself the sum of four thousand livres, without confusion to his share in the estate, as recompense as well for the good services which he has rendered since the death of the late Sieur de Chateauguay in ensuring and preserving the property of the succession in common with her and for those which he performs daily, as those which he will be bound and obliged to render in the future for the same, by the same care which he has heretofore had for the property and advancement of all the family, in bringing up his brothers, who are now of tender years, in the fear and the service of God, in sending them to school to learn to read and write, until they are provided for by marriage or otherwise, and to maintain them



MONTREAL IN 1850  
From the sketch by Bo

*OF TRADE SOUVENIR NUMBER.*



MONTREAL IN 1830.  
From the sketch by Bouchette.

Bienville I. "according to their rank with the revenue of their property." And in consideration of his duties he was to be supported out of the general estate.

Bienville immediately assumed his charge; sent the younger boys to the school conducted by M. Jean Jacques Talbot, opposite the Seminary in Notre Dame Street, where he and all his brothers had been educated; caused an inventory of his mother's estate to be drawn up, and made a partial division of her property among the heirs, retaining the old family house as portion of his share, and here lived with an English servant named Griselle, which her master had softened into "Greselle," probably a captive from some of the New England villages; while the new house was allotted to his two sisters who lived there with their younger brothers.

Up to the time of the father's death the family had been unbroken save by the loss of a child who died at birth and all the children survived their mother with the exception of François Marie who was born in 1670. But scarcely had she passed away when Jacques Le Moyne de Ste. Hélène, was wounded to the death in the defence of Quebec against the English Admiral Sir William Phipps, and died at the Hotel Dieu there in December, 1690.

As Ste. Hélène had leased his house in St. Sulpice street to M. de Callière, then Governor of Montreal, his young widow and children were living in the family house. Although Charles their uncle, was appointed tutor to the children, he lived at Longueuil, and we may take it for granted that Ste. Hélène's death brought new responsibilities to Bienville, the virtual head of the family.

The English were defeated at Quebec under Phipps but the succeeding winter was a bitter one for the colony; the whole of the preceding year had been so occupied in constant attack and defence that the crops could not be properly attended to and the severities of the winter of 1690 and 1691 were added to by famine. In the spring the civilized Indians about Montreal shewed signs of uneasiness while the hostile tribes were unusually active and M. de Callière was ordered to take precautions.

Large bodies of Iroquois had encamped along the river above and below Montreal, and, early in May, an attack was made on Pointe-aux-Trembles; some thirty houses burned and all the captives were put to death with the usual tortures. Shortly afterwards a number of women and children were carried off from the settlement at the Mountain (the Priest's Farm) and Bienville set forth to attempt their rescue at the head of two hundred men of whom the greater part were Christian Iroquois.

As soon as they saw the captors were Mohawks, one of the Five Nations, they laid down their arms and refused to fight. From this and other suspicious actions on the part of the so-called Christian Indians, it was feared that a secret understanding had been arrived at with the enemy and the gravest alarm was felt for the outcome.

Other war parties ravaged the country from Repentigny down to Sorel and Berthier, M. de Vaudreuil called for volunteers, made requisitions from door to door for provisions and set forth with a hundred men composed of soldiers, volunteers and militia, amongst whom was François Le Moyne, Sieur de Bienville.

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At daybreak on the seventh of June they approached a small house in which <sup>Bienville I.</sup> a few Iroquois had lodged themselves. They surprised and killed a party of fifteen warriors who were sleeping near by "as soundly as if there were not a Frenchman in the country" Ferland says, and then made their attack on the house. Here the resistance was unexpectedly strong; attack after attack was made and repulsed with the same obstinacy. Bienville in the excitement of the struggle rushed up to a window and attempted to force an entrance but was instantly shot and killed. Vaudreuil then succeeded in setting fire to the house and the Iroquois boldly attempted to cut their way through their besiegers, but were killed to a man.

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The French had suffered a loss of six men besides the *Sieur de Bienville*, whose body was borne back to Montreal and there interred the same day with all the ceremonies befitting his rank. Seven hundred livres were expended in candles and many masses were sung for the repose of his soul in Montreal and in Quebec. The head of the little family was once more removed by death, but his place and duties were assumed by his brother *Maricourt* who apparently now lived with his brothers and sisters.

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Changes now came rapidly to the dwellers in the *Le Moyne* house; in December, 1691, *Jeanne* the widow of *Ste. Hélène*, married *M. de Monic*, a captain in the troops of the *Marine* and companion-in-arms of her late husband before Quebec. *Louis*, one of the younger boys, followed his brothers *d'Iberville* and *Serigny* to *Hudson's Bay* and was killed in the attack on *Fort Nelson* in 1694, at the age of eighteen; in December of the same year, the eldest sister *Catherine* married *Pierre Payen*, *Seigneur de Noyan*, *Chevalier of the Order of St. Louis* and a member of the house of *Chavoy*, then in command of the *Fort at Laprairie* and went to live with her husband at his post; *Marie Anne*, the remaining sister married the *Sieur de Chassaigne* in 1699 and after this the family broke up completely, the younger boys entering on their careers under the able leadership of their older brothers and the *Sieur de Maricourt* was the only representative of the family in Montreal for many years.

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About the year 1710, the family house was sold by the heirs to *Antoine Pacaud*, their mother's old partner in her trading ventures, but once more came into the hands of a member of the family in 1779, when it was purchased by the *Honorable William Grant* who married the widow of the third *Baron of Longueuil*.

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WE must return for a moment to glance at the career of *d'Iberville* and thesecond *Bienville*, the most celebrated of these distinguished brothers.

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*Pierre Le Moyne*, the third son, *Sieur d'Iberville*, had been away from home almost constantly since he was fourteen years old when he entered on his long and brilliant career as a *garde-marine*, that is, a midshipman, on one of the King's ships and at the age of twenty-five began his series of expeditions against the English in *Hudson's Bay*. <sup>D'Iberville.</sup>

Two years later, in 1688, he was in command himself, and year after year



L'Iberville



SIEUR D'IBERVILLE.

he attacked and conquered one post after another, surprising and capturing vessel after vessel, until in 1697 he established for a time the supremacy of the French flag in those waters.

These expeditions were varied with others against the English settlements on the Hudson, on the coast of New England,

Newfoundland and against the Spaniard in New Spain and the Mississippi with the same unvarying good fortune; but his cherished desire to lead a force against Boston was never gratified. In writing to the Minister in 1700 setting forth his scheme for an attack on that city, he says:—"I have succeeded at Hudson's Bay, at

"Corlar, in the taking of Pemaquid, in the reduction of Newfoundland and lastly in the discovery of the Mississippi, where my precursors had failed."

His wonderful success at sea and on shore was unmarred by any serious failure, and was not due to specially fortunate circumstances or any policy of caution, he says: "The best war is the hottest and the quickest, for in marching on the enemy to the tick of drum one always gives them time to retreat to a place of safety." He relied greatly on the native Canadian as a fighter, and in his proposed scheme for the reduction of Boston he asks for "the officers who will suit me," and urges that seniority in rank should not be observed, "for a single man who cannot support the fatigue of an expedition is capable of throwing everything into disorder."

In 1693, after his return from the capture of Fort Nelson, he found sufficient breathing space from his constant campaigning to woo and marry Marie Thérèse Pollet de la Combe Pocatière, the daughter of an officer in the Carignan-Salières Regiment, at Quebec. His bride had evidently full confidence in the protecting power of his arm for she did not hesitate to follow him to sea, and a son was born to the gallant sailor on the 22nd of June, 1694, off the banks of Newfoundland, but died in infancy. Their only other child was a daughter, who survived her parents and was known in the world as Madame Grandive de Lavanie.

Marriage brought no rest to a man who was so urgently needed in the work of establishing the French claims in the New World, and his early fortune followed him faithfully until he was attacked by the plague off Havana and died as he had lived in the service of his King and Country, after a short illness, in 1706.

His constant and brilliant services had extended over thirty years, during which time he had carried the flag of France in triumph from Hudson's Bay to the mouth of the Mississippi, and was planning further victories when overtaken by death.

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His widow with her daughter returned to France, and there married the Count de Bethune, Lieutenant-General in the armies of the King

**J**EAN Baptiste Le Moyne was only eleven years of age when his brother François Le Moyne de Bienville was killed by the Iroquois at Repentigny, in 1691, but the name Le Moyne de Bienville was not destined to perish, for it was assumed by the younger brother, and honourable as it was before, it became famous in his keeping.

He left home to begin his training as a midshipman the year after his brother's death, and for seven years served as an officer in the King's ships under his brother d'Iberville on the coasts of New England, Newfoundland and in Hudson's Bay. At the age of eighteen they sailed together for the discovery of the mouth of the Mississippi, and the two brothers, leaving their less daring companions, paddled side by side into the entrance of that river whose discovery had cost so many valuable lives.

After the death of d'Iberville he continued in Louisiana exploring the country, fortifying different positions and treating the Indians with the same patience and firmness which had distinguished his father. In a letter to the Minister, dated 25th October, 1713, M. Ducloux writes: "I do not know how to speak highly enough of the admirable manner which M. de Bienville has won the affection of the Indians by his government; he has succeeded by his generosity, his loyalty, his scrupulous exactness in holding to every promise given, as well as by the firm and equitable manner in which he renders justice between the different tribes who appoint him as arbitrator, and more than all he has won their regard in rigorously opposing all thieving or depredation committed by the French who are obliged to make strict amends every time they do any injury towards an Indian."

All this time he was in command of the Fort St. Louis on the Mobile, whither La Mothe Cadillac had just come as Governor of the new trading company founded by Crozat, holding the exclusive monopoly for the Province, and he and La Mothe were at daggers drawn from the moment they were thrown together.

All the officers sided with their commander and made his quarters their rendezvous. La Mothe writes home inveighing against their scandalous lives "as the proverb runs, 'a bad country, bad people.' One may say that they are the dregs of Canada; filthy rogues, without subordination, without respect for religion or government, given over to vice. The King's Lieutenant Bienville, has come here at the age of eighteen without having served either in Canada or France." From which it will be seen that La Mothe had not lost that sharpness of his pen which made his letters so racy when treating of lighter matters.

On his part the Baron writes to his brother the Baron that "La Mothe is the most exasperating man one can possibly imagine," he never says what he thinks, is absolutely unscrupulous, and by his rapacity is driving the settlers to desperation. "His head is turned at finding himself governor of the lovely Province of

Bienville II "Louisiana. If he were not head of the company he would perhaps bear himself more like an officer."

But there was one ray of light in this stormy outlook, La Mothe had brought with him his eldest daughter Marie Madeleine with whom Bienville at once fell in love, but the objectionable qualities of her father formed an insuperable barrier to the progress of his suit. In the letter above quoted he says: "It would be difficult to bring myself to being son-in-law to M. de La Mothe on account of the hurly burly he is in with everyone."

And in another letter to the Baron written shortly before the above, he tells the story "M. de la Mothe has a grown-up daughter here with whom I am rather in love but I shall take no step until I know your mind. I pray you let me hear what you think. I believe she has no great wealth, neither have I, but we will arrange as best we can if you approve. She has many good qualities. At present I am rather at odds with her father as he believes I prevent the officers from going to see her, that they are always in my quarters."

"Allow me to assure my dearest sister of my respect and to demand of her and you the continuance of your love."

"I finish as the voyageurs are awaiting my letter, I have written rather in haste

"I am, with respect,

"Sir and dearest brother,

"Your very humble and very obedient servant,

"BIENVILLE.

"FORT ST. LOUIS, 9 bre, 1713."

A soldier's letter, written without much attention to the standard of the polite letter writer, but touching in its naturalness and showing strong affections despite the formalities through which even the closest relationships were approached in those days.

Bienville returned to France in the following year leaving Cadillac to wreck the company and the colony at his pleasure and we catch no further traces of the love story unless imaginative hearts find it in the fact that its hero never married.

When he returned in 1718 he founded New Orleans, so named in honour of the Regent, and devoted all his energies to the re-establishment of the impoverished colony. He moved the seat of government to the new city and in 1723 suppressed a rising of the natives without the loss of a single life, but was recalled in the following year and replaced by M. Perrier.

But the new Governor had not the inborn experience of a Le Moyne in his management of the Indians who were quick to perceive the difference and a series of harassing wars culminated in a terrible massacre in which over two hundred whites were killed and sixty women and as many children were carried off as captives. Two years later the colony passed into the hands of the King and in 1734 Bienville was again reinstated as Governor.

The Indians, under the less vigorous rule of his predecessors, had completely regained their independence and for six years he was obliged to devote

all his energy to the Baron de Bienville and the Indian tribes were

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all his energies to secure the safety of the colony. His nephew, the second <sup>Bienville II.</sup> Baron de Longueuil, with Celeron de Blainville with four hundred Canadians and Indians came overland to his assistance, and with their help the rebellious tribes were subdued in 1740.

Bienville then retired to France and spent the remainder of his life at Rochelle and Paris. In a letter to his nephew the Baron, written from Rochefort in 1749, he thanks him for sending him some martin skins of which he has made a handsome muff, but regrets that the maple sugar has nearly all melted away during the voyage, and sends a repeating clock to him and one to his brother, probably Maricourt. In another from Paris in 1755 he tells his nephew, "I am always well and never was better and have none of the drawbacks of old age. I lead a quiet peaceful and well regulated life. I go to bed at nine, rise at six winter and summer, take but one meal and that most simple. Do the like and you will find it a success."

In 1765 he drew up his will, remembering all his old servants, his cook, her daughter, his valet, lacquey and coachman, and leaving handsome legacies to his nephews, grand-nephews and grand-nieces, and died in Paris on the 7th September 1768 at the great age of eighty-eight.

The remaining brothers all distinguished themselves ; the Sieur de Serigny, served under Iberville at Hudson's Bay, in Florida and in Louisiana, with his younger brother the Sieur d'Assigny, who died on the frigate La Renommé, at Saint Domingo at the age of twenty, while Serigny died in 1734 at Rochefort in France, where he had been Governor for many years.

The archives of that town would no doubt furnish many details of this family, for the Sieur de Bienville lived there for some time, and there also Antoine, the second Sieur de Chateauguay died, after his varied services as Commandant at Martinique and Governor at Cayenne and Cape Breton.

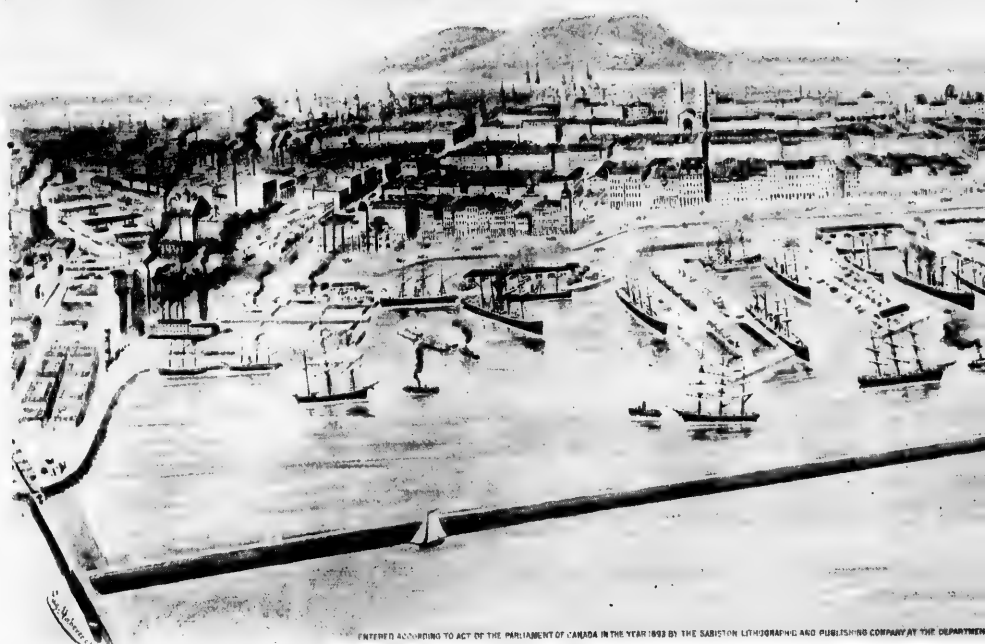
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REMARKABLE as the record of these famous brothers is, the history of the family in the direct line is hardly less so.

Charles the eldest son was created first Baron de Longueuil in 1700, <sup>The Barons de Longueuil.</sup> he was a Chevalier of the Order of St. Louis, was Governor of Three Rivers, Governor of Montreal, and Administrator of Canada. His magnificent manor at Longueuil was the finest in the country, the extent and character of the buildings comparing favorably with those of France.

He was succeeded by his eldest son Charles, who was Lieutenant in the Regiment of Normandy at the age of seventeen. He commanded at Fort Frontenac, now Kingston, was Governor of Detroit, of Three Rivers, of the Citadel of Quebec, of Montreal in 1749, and Administrator of Canada in 1752. He served with distinction under Vaudreuil, Montcalm and Levis, was created a Chevalier of the Order of St. Louis, and died in 1755.

His son Charles Jacques, the third Baron, also Chevalier de St. Louis, served during the campaign in the English colonies under Baron Dieskau and was lost in the disastrous retreat from Fort Edward in 1758.



ENTERED ACCORDING TO ACT OF THE PARLIAMENT OF CANADA IN THE YEAR 1862 BY THE SARISTON LITHOGRAPHIC AND PUBLISHING COMPANY AT THE DEPARTMENT

MONTREAL HARBOUR SHOWING

OF TRADE SOUVENIR NUMBER.



PHOTOGRAPHIC AND PUBLISHING COMPANY AT THE DEPARTMENT OF AGRICULTURE.

HARBOUR SHOWING IMPROVEMENTS

The Barons de  
Longueuil.

Captain David Alexander Grant, of the 49th Regiment, "eldest son of David Grant, Esquire, chief of the Blairfindie Branch," as he is described in his Contract of Marriage, married Marie Charlotte Josephte Le Moyne de Longueuil, the only child of the third Baron in 1781 and assumed the title.

His son, the Hon. Charles William Grant, a member of the Legislative Council, was the fifth Baron, and lived chiefly at Alwington House, near Kingston, where he died in 1858. He was succeeded by his son Charles James Irwin Grant, and the present and seventh Baron is Charles Colmore Grant, whose title as Baron was formally recognized by the Imperial Government in 1880.

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The Properties  
of the Board  
of Trade.

IN the Semi-Centennial Report of the Board of Trade, Dr. S. E. Dawson has sketched the origin and progress of that body from its inception in 1842 so completely that it is unnecessary to touch upon it here; but it may not prove uninteresting to glance over the stories of some of the men whose names deserve remembrance and through whom the two properties of the Board of Trade descended.

It will be remembered that the Board of Trade was organized in and for some years occupied the premises of "The News and Exchange Rooms" in St. Sulpice street.

The "News Room," built in the old garden of the Carion House, was a very modern structure in comparison with the house which stood just below it with its gable end to the street; people have passed year after year without a suspicion of its age, for, when the street was widened, a great part of the old building was torn down and a front of brickwork erected, most effectually hiding all traces of antiquity from the public eye.

The property was originally granted to Charles d'Ailleboust, Sieur des Musseaux, about 1660, and afterwards came into possession of Philippe de Carion, Sieur du Fresnoy, a lieutenant in the Compagnie de L'Estrade of the celebrated Carignan-Salières regiment, which had performed brilliant service in Hungary against the Turks, and the names of many of whose officers have been perpetuated in their fiefs and seignories, such as Berthier, Sorel, Chambly, Contrecoeur, Varennes and others, familiar to us all.

Philippe de Carion obtained a large fief on the Island of Montreal opposite the entrance of the river L'Assomption, and from this holding was sometimes styled the Sieur de la Chesnaye. He also acquired this town property from M. d'Ailleboust and there built his dwelling in 1679, that very house which has just disappeared.

Like many of the men of his day Philippe de Carion was undoubtedly engaged in illicit trafficking with the Indians, by means of the *coureurs de bois*, a wild and turbulent class, whose occupation and wandering life rendered them difficult of restraint, and whose unscrupulous use of spirits as a means of barter was the object of constant prohibitory ordinances. But in spite of the severe penalties attached to such a trade, and the recent reproofs given by Frontenac to Perrot, Governor of Montreal in 1673, Carion ventured not only to receive

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but actually lodged two of these obnoxious gentry in his own house. On hear-<sup>The Properties  
of the Board  
of Trade.</sup> ing of it M. Charles d'Ailleboust sent his sergeant to arrest them but Carion aided their escape and ill-treated the officer. Perrot refused assistance, and even went so far as to threaten M. d'Ailleboust with imprisonment for his action in the matter. Word was forthwith sent to Quebec, and Frontenac despatched the Lieutenant of his Guard, Bizard, with whom we have already met, with orders to arrest Carion immediately and send him a prisoner to Quebec; orders which were executed without any unnecessary or even customary ceremony, Bizard leaving his letters for Perrot in the house of Jacques Le Ber, where he was entertained. It was by way of revenge for this slight that Perrot, accompanied by three or four soldiers and a sergeant, came to Le Ber's house and there not only insulted Bizard, but imprisoned him for the night; however better judgment came with the morning and he was released. Before leaving for Quebec Bizard drew up a statement of the outrage, and as his host, Le Ber, together with René Robert Cavalier, Sieur de LaSalle, who lived with him, did not hesitate to sign it, they both incurred Perrot's hot displeasure. Le Ber was imprisoned, while LaSalle, apprehensive of a similar fate, as he was under surveillance, slipped quietly over the wall in the night and made his way to Quebec to report the matter in full and obtain redress. Perrot was recalled and Bizard had the satisfaction of personally arresting him in Frontenac's chamber on the 28th January, 1674, from whence he was conducted, a prisoner, to the Chateau St. Louis, where he remained for nearly a year, and, on his return to France, was committed to the Bastille for three weeks as a mark of the King's displeasure.

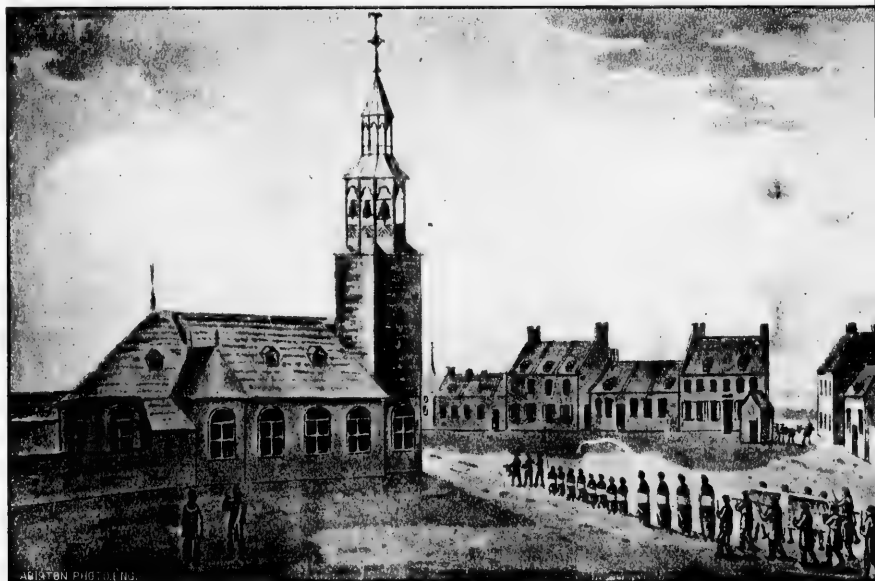
In 1682 Philippe de Carion's wife, Petronille de Hevres, died, leaving him with an only daughter, Jeanne, barely ten years of age. But even little ladies in those days had to take their place in the world, and Mademoiselle Jeanne before she was eight years old had stood at the font in the responsible position of god-mother to Jean Baptiste Le Moyne, afterwards celebrated as Le Moyne de Bienville, the founder of New Orleans. With the exception of her father she had no relatives in the country, and when he lay in his house in the winter of the following year, with life fast ebbing away, his thoughts were busy for the future of his child. His best friend in Canada was his neighbor, Charles LeMoyne, and he fixed on his second son, Jacques, Sieur de Ste. Hélène, as the future husband of his daughter.

The arrangement was consented to on both sides and on the sixth of December the dying man gathered round about him Charles Le Moyne, his wife, and their sons, Longueuil d'Iberville, Maricourt, Bienville, and Chateauguay, Madame Le Moyne's brother Jaques Le Ber with his daughter Jeanne and her brothers, St. Paul and Senneville, *Messires* Gabriel Souart and Dollier de Casson of the Seminary, and Louis Forrester, the surgeon.

And there, with his daughter and Ste. Hélène before him he declared;

"That being overcome with illness he had sent for the Sieur de Ste. Hélène as the gentleman whom he loved and considered most fitting for marriage with his daughter, who upon his death would find herself in a distant land without family or relatives, to avoid which he had testified that he would die happy if he saw the marriage assured between them." The solemn contract





LA PLACE D'ARMES.

With old Parish Church, from Lambert's Travels, c. 1800.

The Properties  
of the Board  
of Trade.

was signed at his bedside by all the parties, and Philippe de Carion, Sieur de Fresnoy, made his will a week later, leaving all his property to his daughter Jeanne, and, in the event of her death without children, or before her marriage, then to Ste. Hélène who was to succeed in her stead, and, until her marriage she was to live with his friend Charles Le Moyne under the special care of his wife. As the Parish Register for the year 1683 has not been preserved we can not fix the exact date of his death but it took place before the year was out and on the 7th of February, 1684, Jacques de Ste. Hélène and Jeanne de Carion were married with a special dispensation from the Bishop as the bride elect was only twelve years of age.

Mademoiselle Jeanne inherited from her father and mother the large fief held by her father, a property on St. Paul street and the house on St. Sulpice street, which was built of stone with a bakery and kitchen attached and had its courtyard, garden and orchard forming an establishment of sufficient dignity to be chosen by M. de Callière, then Governor of Montreal, as his residence, to whom Ste. Hélène leased it at a rental of two hundred livres per annum about 1689, and he, with his wife and children, removed to the family house in St Paul street.

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Le Moyne de Ste. Hélène, c. 1800.

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**L**IKE all his brothers Ste. Hélène rendered important services to his country at home and abroad.

Le Moyne de  
Ste. Hélène.

Two years after his marriage, in 1686, he left with his brothers d'Iberville and Maricourt in command, under the Sieur de Troyes, of an overland expedition to Hudson's Bay. They went up the Ottawa to Lake Temiscamingue, over the height of land to Lake Abitibis, and, out of it by the river emptying into Hudson's Bay. They took Fort Monsoni after a hot action, lasting over two hours, Ste. Hélène with his own hand killing a gunner who was in the act of loading his cannon with large pieces of broken glass. Then on to another fort, forty leagues (one hundred and twenty miles) farther, before which they surprised and captured an armed vessel. The gate of the fort was then blown in by a single cannon shot but the defence of a stone house which stood within the works by a little garrison of ten good men was long and desperate. Hand grenades were thrown into the hall by a soldier and a Canadian who did not hesitate to scale a ladder and make openings in the roof. In one of the chambers opening off the main hall was an unfortunate English lady who had escaped from the captured vessel and was so terrified by the explosion of the grenades that she rushed from the room wherein she was hidden and was only saved from the constant rain of musketry that poured in through the openings by the courage of the commandant, who led her through the fire and held her

door until she was again in comparative safety.

At length the principal door of the fort was beaten in and before day-break the defenders had laid down their arms. The English lady was found in a pitiable state having been wounded by the explosion of one of the grenades, but was carefully attended to by the surgeon of the French troops and delivered to her friends when the third fort was taken a short time after. The campaign being now successfully concluded Ste. Hélène left for Montreal where he arrived in October, leaving d'Iberville in command of the fort.

Early in February, 1690, we find Ste. Hélène and d'Ailleboust de Manthet leaving Montreal in command of two hundred and ten men, Indians and French, with the design of attacking Orange, now Albany, the capital of the present State of New York. Nearly every young Frenchman of note was with them; Testard de Montigny, Jean Le Ber, Le Moyne d'Iberville, Le Moyne de Maricourt, Pierre Le Gardeur de Repentigny, d'Ailleboust de Montesson and others, all young and eager to carry fire or sword into the heart of the country of the wealthy Bastonnais,

Upon the representations of the Indians, the original plan was departed from, and, after a trying march of nine days, often through water up to their

Le Moine de  
Ste. Hélène

knees, breaking the ice at every step in order to gain solid footing, they successfully attacked Corlar, now Schenectady, and exacted a terrible revenge for the massacre of Lachine which was attributed to the instigation of the English. The attack was made at night and the unfortunate inhabitants underwent all the horrors inflicted at Lachine a year before.

The Sieur de Montigny was severely wounded and repulsed in his attack on one of the houses but was replaced by Ste. Hélène, who, with his usual success, carried all before him and with the severity of the time put all the defenders to the sword. For two hours the massacre went on and then guards were placed and the victors and vanquished rested from their awful struggle.

At day-break d'Iberville was despatched with a chief to promise safety to the Town Major, styled in the French account "Cendre," *i. e.* Saunders, who had shewn kindness to French prisoners, and he and his were placed in safety and treated with every respect. The result is thus told in the "Relation" which is addressed to Madame de Maintenon by M. de Monseignat, Frontenac's Secretary:—

"They had already begun to burn the houses  
"in order to occupy the Indians who had been drinking,  
"and which were useless for defence in the event of  
"an attack; nothing was spared but a house which  
"Cendre had in the town and that of a widow  
"with six children to which the wounded Sieur de  
"Montigny had been borne, all the rest were burned; fifty or sixty persons, old  
"men, women, and children who had escaped the first fury were spared, as well  
"as about thirty Iroquois to whom we wished to mark that it was at the English  
"we aimed and not them. The loss in houses, moveables, cattle, and grain,  
"amounts to more than four hundred thousand livres; there were nearly eighty  
"houses in the town, well built and well furnished."

Thirty prisoners were carried off, and the labour of transferring the wounded and the plunder with which all the Indians and a few of the French loaded themselves was very great. Out of the fifty horses taken, thirty-four were killed and eaten in default of other provisions. Many of the Indians left in order to find food by hunting. Ten Frenchmen fell behind and were never heard of again, and on the same day, about two hours afterwards, forty more deserted and took their way homewards where they arrived a day before the main body who now numbering not more than sixty held on their weary way, Ste. Hélène, with an Indian for guide, leading, and at last reached Montreal in safety but thoroughly worn out with starvation and the hardships of their forced march. Only one Frenchman and one Indian had been killed in the attack but no less than seventeen French were either lost or sank under their sufferings in the return journey.



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NOTRE DAME STREET.

Looking East and showing façade of old Parish Church, from Lambert's Travels, c. 1800.

The prisoners, unless of high rank, were made servants, and seemed to have invariably been well treated. One of them, John Leahy, an Irishman, was a servant in the house of Jacques Le Ber, and was baptized in 1696; another, John Mills, was in the service of M. d'Argenteuil, and Everard VanEbs, son of the *Lieutenant de la Justice*, in the service of Bochart de Champigny the Intendant. Many others married but are difficult to trace through the gradual change of foreign names. \*

Le Moyne de  
Ste. Hélène.

In October of the same year Ste. Hélène was in command of the volunteers from Montreal summoned for the defence of Quebec, besieged by the English fleet under Sir William Phipps. He performed good service in the Citadel, pointing the guns to such effect that he damaged the Admiral's ship so badly she was forced to withdraw. On the 21st of October, at the head of two hundred men, he successfully disputed the passage of the St. Charles against a force of thirteen hundred and during the action was wounded in the knee. His brother, Longueuil, was also struck but escaped as the ball glanced on his powder-horn. Ste. Hélène's wound was not thought dangerous at first but threatening symp-

\* [It is a curious and but little known fact that descendants of Everard Van Ebs still exist in Montreal, but the original surname has disappeared and Everard now appears as the surname Hérard.]

toms set in and he was forced to go into the Hôtel Dieu at Quebec, where he died two months afterwards. His young widow was left with one son, Jacques, aged four years, a daughter, Marie Jeanne, fourteen months, and another child was born and baptized Agathe, in March, 1691.

\* \* \* \* \*

Monic.

A YEAR after his widow, then only twenty-one years of age, married Joseph de Monic, Captain and Major of the troops of the Marine who served with Ste. Hélène at Quebec. As we have already noticed, Ste. Hélène had leased his house to M. de Callière for a yearly rental, but Monic was unwise enough to continue the lease without more tangible consideration than vague promises of advancement, which proved so illusive that we find him petitioning the Supreme Council in 1693, complaining that the Governor had occupied his dwelling, court, garden and dependencies" and had neither paid rental therefor nor fulfilled his promises. The Governor was immediately put to his defence, but no bailiff could be found bold enough to signify so obnoxious a demand on His Excellency, who was a gentleman of an irritable disposition aggravated by attacks of the gout, and moreover imbued with a strong sense of the dignity of his position, until Quenesville, bailiff, was peremptorily commanded in January, 1694, to carry out the instructions of the Council under all pain, &c., &c., whereupon the Governor probably satisfied the demands, for he continued to reside here until his house near the site of the old Fort was completed about 1695.

The Carion house narrowly escaped destruction when the Hôtel Dieu was burned on the 24th February, 1694. The sentinel on guard at the Governor's saw a light in the steeple of the church at three in the morning, but it was not until he saw the fire spreading that he realized the convent was actually in danger and then gave the alarm. The courtyard of the Governor's lodging was piled high with linen and other properties, and many were the small pilferings therefrom.

The next morning a meeting of all the important personages of the town was held at M. de Callière's and large sums were at once subscribed for the relief of the sufferers. Among others assembled was a man well known for his poverty, who supplemented the speeches of the Governor and the *Lieutenant de la Justice* by an appeal to those present recalling the charitable works of the sisters, concluding that he would give a *pistole*, (about sixteen shillings sterling),



JEANNE MANCHÉ

Quebec, where he  
his son, Jacques,  
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and called on each of his auditors to do as much. Amid the laughter of those present the Governor asked where he could find such a sum. "Where will I find it? I will willingly give what wheat I have for my support; and if none wish to take it I will sell my house rather than break my word as it is not the act of an honest man to promise and not to perform in so good a work."

After Callière left the Carion house it was leased by Monic and his wife to the king for a term of six years from October 1695 to be used as store-houses and a bakery for a yearly rental of two hundred and twenty five livres, the lessors reserving the right to take it back again if required for their personal occupation. In 1712 Jeanne, the eldest daughter of Ste. Hélène, married Jacques Louis Gauthier, second Seigneur de Varennes and Chevalier of the order of St. Louis, and they and their descendants preserved the old house and gardens.



JEANNE MANCE

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command of a detachment at Montreal at the time of the capitulation.

His portraits shew us a man of commanding presence, the dignity of his appearance scarcely marred by the loss of an eye the result of a wound in one of his many encounters.

He was every inch a soldier, possessed of great endurance and had the important faculty of inspiring his followers with something of his own unfaltering courage. After the Cession of Canada, he determined to emigrate to

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**D**URING the last century and before the conquest it passed into the possession of the Chevalier Luc de La Corne, Sieur de Chapt et de St. Luc, who lived with his brother Josué de La Corne, Sieur du Breuil, on St. Paul street, facing the old Market Square, on the site of the building now occupied by Messrs. Frothingham & Workman.

La Corne de  
St. Luc.

Both were men of mark in their day and distinguished themselves in the almost continual wars carried on in the far West, in the English colonies, and in the great struggle for supremacy in Canada; whilst another brother is well known in history as the Abbé de l'Etoile, Confessor to Louis XV.

Luc de La Corne, Sieur de St. Luc, was a man of influence, widely known among the Indian tribes, and, in 1746, he commanded a friendly expedition to the Indians of the west to invite their co-operation against the English.

His military services were many and varied. In 1747 he led the relief of Fort Frederic. He fought at Fort Clinton, Fort Lydius, at Carillon or Ticonderoga, Quebec, and St. Foye and was in

La Corne de  
St. Luc.



THE CHEVALIER LA CORNE DE ST. LUC.

praying and offering vows, others cursing and blaspheming while danger lasted. Twice had the vessel taken fire through evident carelessness and on the 7th of November they were again threatened by that most horrible of all dangers of the sea, and only escaped after the ship was badly injured, the galley destroyed and no cooked provisions could possibly be prepared. The overworked and badly fed crew became thoroughly disheartened and nearly everyone suffered greatly from seasickness and the want of proper food. The captain was evidently ignorant of his surroundings for he narrowly missed shipwreck on the Bird Rocks.

However they were cheered by finer weather and refreshed by cod taken off Newfoundland, which proved a welcome feast, but their spirits soon fell under a renewal of worse weather and they were driven southwards towards the North Cape of Cape Breton rounding it only by a gunshot. For three days the tempest continued and every one laboured without ceasing. On the 15th, land was in sight on both sides; apparently the entrance to a river, but what it was no one knew. There was not a proper chart on board and to add to their misery the crew took to their hammocks and could not be induced to make another effort by persuasions or blows.

St. Luc was beside the captain on the poop when the first officer reported that the mizzen mast was broken, the sails so torn that they could neither be furled or spread, the crew had lost their heads completely—and the only chance was to beach the ship and that immediately.

This desperate expedient was attempted and while St. Luc broke the news

France and left Quebec with his brother the Chevalier de La Corne, his two sons and two nephews, with other officers and members of the Canadian noblesse in the ill-fated "Auguste."\* The ship was small and badly found in every particular, the entire crew, captain to cabin boys only numbered fifteen; the captain was inexperienced in the difficult navigation of the Gulf, and St. Luc was anxious for the result from the outset. His journal of the voyage is a chronicle of misfortunes from the beginning.

They were almost cast away on the Ile aux Coudres. The succeeding days of fine weather were followed by a violent storm in which they ran great danger and many of the company were injured by luggage and boxes which had never been properly secured. The passengers were a sadly mixed lot, some

to the terror thrown on themselves which broking—and seven souls this awful the captain prevent, two through which broke to re Before there were possible before safety

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\* A complete list of the officers and gentlemen may be found in the Report of the Dominion Archives for 1886.

brother his two other Canadian "custe."\* found in crew, numbered experienced the Gulf, the result of the fortunes way on exceeding owed by an great ny were s which d. The ot, some lasted. the 7th ngers of oyed and d badly greatly vidently I Rocks. ken off under a ards the ee days e. On ce to a on board not be eported ither be chance he news Dominion

to the terror-stricken passengers the ship struck on a bar and was immediately thrown on her beam ends. And then the awful agony began—some threw themselves into the sea and were drowned, others were swept off by the waves which broke over the doomed ship, or were killed by the falling spars and rigging—and out of the hundred and twenty-one who sailed a month before, only seven souls stood about the fire on the shores of Aspey Bay with the horror of this awful tragedy of the sea about them. They were, La Corne de St. Luc, the captain, whose reason was affected by the catastrophe he was powerless to prevent, two corporals, two servants and a discharged soldier. The horrors through which they had passed rendered sleep impossible and the morning broke to reveal to their wearied eyes the dreadful realities of their situation. Before them lay the bodies of the dead to which they rendered such rites as were possible, behind them lay an unknown country which must be traversed before safety was attained.

La Corne de  
St. Luc.

Some provisions were secured and each took a week's supply with the exception of the soldiers, and they took their course by hazard, neither knowing where or whither they were going.

For four weary days they marched over precipices at whose frightful aspect they were appalled, through dense forests whose gloom struck dismay into their hearts, through swift and dangerous streams and over mountains whose steep slopes were a terrible strain on the strength of the castaways. On the 21st their miseries were added to by snow and in spite of the best management provisions began to fail. Three of the men refused to march any farther and begged to be left behind, but St. Luc with his old powers of persuasion inspired them to further efforts and on the 25th they arrived at Inganiche a settlement indeed, but now abandoned, and in the deserted huts they made a ghastly find, the bodies of two men.

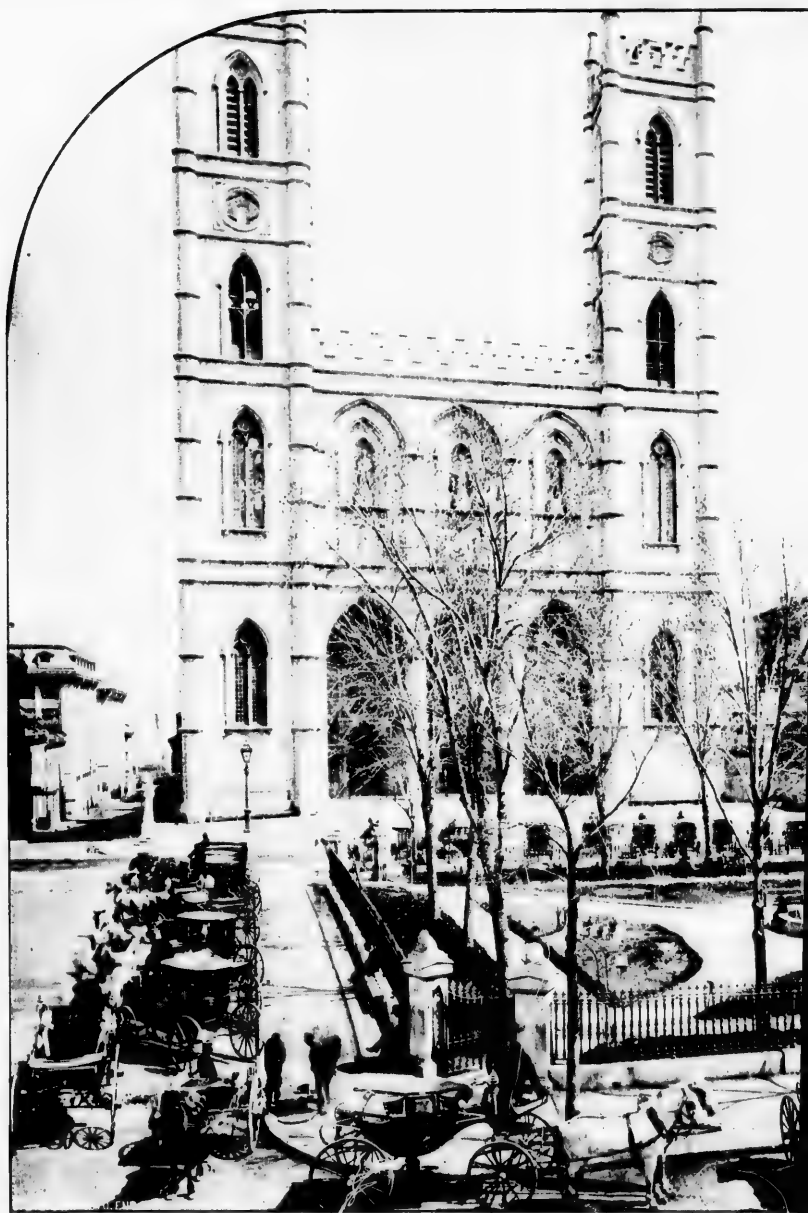
Here, Etienne, one of the servants, broke down under a severe attack of pleurisy and St. Luc turned physician for the nonce and tells us how he bled his patient six times during the night with the point of his knife and caused him to perspire abundantly; under which heroic treatment, we are assured, he felt "much relieved." He was however too weak to be moved and one of the corporals resolved to stay with him.

The scanty provisions were divided and again St. Luc set forth at the head of his little company of four; more snow had fallen but the discovery of the deserted cabins had inspired them with hope.

The ever recurring rivers were their greatest difficulty; "No one else dared attempt them," he says, "and I always had the preference and was often obliged to return and take their loads to force them to follow, with the exception of the captain, who leaned entirely on me and had no will but mine. The others swore a thousand times that they would rather perish than continue so wearisome a journey. They were so thoroughly broken down that I was obliged to put on their boots and often to fasten on their loads."

At last, on the 3rd of December, they reached St. Anne's Bay and there found a skiff, half rotten, it is true and three of her planks gone, but it seemed an ark of safety to the weary and despairing men. The captain recovered somewhat of his skill and they set to work with all possible diligence but just as their





LA PLACE D'ARMES. SOUTH  
The Parish Church.



PLACE D'ARMES, SOUTHERN SIDE, 1893.

The Seminary.

La Corne de  
St. Luc.

task reached completion a terrible storm of snow set in, accompanied by such cold that they almost perished, and when it was over their little skiff was so immovably fixed in the ice that she could not be extricated.

The captain, weakened by fever and exposure, broke down utterly under this new calamity and declared he could go no further and the three others, scarcely less ill, applauded his resolution and refused to make another effort. St. Luc, although unwilling to give up the struggle, could not abandon them, and, in his simple, touching narration says "we awaited upon God." One stands amazed at the heroic sacrifice of the man. Superior to his comrades in every quality, with the way of escape open before him and the courage to tread it, yet rather than desert these poor souls in their pitiable extremity he consents to face a needless death as their leader. But deliverance was at hand; just after they had come to this resolve two Indians appeared—"the cries of joy from our men told me the news, they ran into their arms, their tears prevented their speaking; their voices broken with sobs stammered out 'Have pity on us' 'Have pity on us.'"

They pointed to St. Luc who with Indian-like stolidity, was smoking calmly, and told how he had led them thus far but they had no longer strength to follow.

These Indians probably had formed part of re-inforcements brought into Quebec in 1759 and knew La Corne as one of the leaders but he had grown so thin and his beard was so long that the Indians did not recognize him for sometime.

He modestly explains "I had been of service to these people on several occasions, and so it was that I received a hearty welcome."

They found that they were nearly a hundred miles from Louisburg but the Indians proposed to convey St. Luc to St. Pierre through the Bras d'Or. He left in their company and from the first village paid and sent Indians back to succor the two men left at Inganiche, despatching the captain and the others to Louisburg with letters to the Governor. His journey on foot across Nova Scotia was only accomplished by the same indomitable courage that had sustained him throughout and on Christmas eve he arrived safely at Tectemigouche on the Straits of Northumberland, and finally, on the 24th February at Montreal where he reported to General Gage and took the oath of allegiance to his new sovereign.

Through him the St. Sulpice street property descended to his daughter Madame Lennox and early in this century was partly acquired for the erection of a Wesleyan Methodist Chapel, which in time became the News and Exchange Room and as we have seen the first home of the Montreal Board of Trade.

\* \* \* \* \*

ON the 19th May, 1892, the corner stone of the new Board of Trade building was laid by Sir Donald A. Smith, and the story of this new property, if not as romantic as that of the older, is not without its interest.

Nearly the whole of the property was originally granted to one Robert Cavalier (no relation to La Salle be it noted), but parts were retroceded to the Seigneurs and redistributed by them.

Migeon de  
Braunsac.

Amongst the new owners was Jean Baptiste Migeon, <sup>Migeon de Bransac.</sup> Sieur de Bransac or, "Branssat" as he invariably signed, *Procureur Fiscal* and afterwards *Lieutenant Général Civil et Criminel*. He was well qualified for his various positions, as he was trained to the law and duly qualified as an Advocate of the Parliament of Paris.

We do not find when he came to Canada, but we know he was a clerk in the employ of the West India Company established in 1664 and carried on business for them at Montreal. His marriage with a niece of M. Souart, then Superior of the Seminary, and his position as a duly qualified *Licencié en loix* of Paris, secured for him the office of Procurator Fiscal under Charles d'Ailleboust des Musseaux, the Bailli and Lieutenant General, or Justicier of Montreal.

In 1666 he was granted concession on St. Paul Street, where the offices of Messrs. Lyman, Knox & Co. now are, and at once erected a house which was built of stone and completed before the end of the next year. In the contract made with the carpenter for the roof we find the price stipulated as 284 livres tournois and a pair of women's shoes.

Like every one else in the colony he was engaged in the fur trade, at one time in partnership with Guillaume d'Aoust, but seems to have conducted his business with every regard for the regulations imposed by the Governor and without taking any advantages of his position.

He was undoubtedly a man of honor and integrity, but had a hasty and somewhat uncontrolled temper which occasionally got him into difficulties. As a result of this infirmity we find that on the 22nd June, 1669, he had to make a formal apology in presence of witnesses to his neighbour Jacques de la Marque for having permitted himself the liberty of calling him a receiver of stolen goods, a thief, and declaring that he could hang him if he would—all of which he retracted and demanded pardon.

About a year later we find him again in trouble for having beaten and insulted Gilles Lauson and his wife who attempted to prevent the Procurator Fiscal's carts passing over their private property by a road which had been declared closed by the order of M. de Queylus, Superior of the Seminary.

But despite this imperfection which was not uncommon in those days of freer action, he was a most valuable public man and conducted the duties of his office with ability and promptitude, and as his position brought him into conflict with the lawless and often powerful part of the community, he had need of all his courage on more than one occasion.

We have before noticed the difficulties which arose through the lawless doings of the *coureurs de bois*, and it was through his efforts to carry out the regulations concerning them that he ran foul of Perrot the Governor. In 1672 he was requested by Charles Le Moyne, Jacque Le Ber, Picoté de Belestre and others, to lay their complaints and remonstrances before the new Governor, as the disorder occasioned by the irregularities of his *protégés* had become a matter of public scandal.

The old records preserve his answer to their complaint: "I am not like M. de Maisonneuve; I know how to hold you to your duty," and the next day he seized M. Migeon and threw him into prison.

Migeon de  
Bransac.

Dollier de Casson, as representative of the Seigneurs, at once proceeded to the fort and demanded speech with the prisoner, but by the Governor's orders was only permitted to see him alone in order that he might have no witnesses, and upon his remonstrating with Perrot on his arbitrary and illegal proceedings was met with the answer: "If the Heavens were to fall plenty larks would be taken; I have the right to imprison all sorts of persons not excepting d'Ailleboust the Judge should he forget himself like M. Migeon."

However, he saw fit to reconsider his determination and shortly afterwards set M. Migeon at liberty.

In 1675 we find him in a long and serious dispute with the Curé and Churchwardens of the Parish concerning the delicate question of precedence in processions and other ceremonies within and without the Church. It appears that the Churchwardens had been in the habit of preceding the officers of Justice in the public ceremonies, and that Perrot the Governor, in 1673, had ordered that they should immediately follow, the Governor taking precedence of the Churchwardens, "who up to that time by an illegal usurpation and wicked injury to the honour of the law for twelve years past" had robbed its representatives of their due position. Declarations and counter-declarations were made. M. de Lotbinière was specially sent from Quebec to inquire into the matter, and finally it was settled that the officers of Justice should on all occasions follow immediately after the Governor and precede the Churchwardens; that the *pain-benit* candles, palms, ashes, and all the ceremonies and honours of the Church should be offered to them before the Churchwardens, and thus the difficulty was ended to the entire satisfaction of the Procurator Fiscal.

Such disputes seem to us trivial, and we read of them with amusement, but it should be remembered that precedence was a serious and most important matter in days when all such outward signs of rank were the only means by which the people recognized authority. Frontenac had to fight such battles over and over again. Callière, Governor of Montreal, his able successor in the Government of the country, insisted absolutely on such points from both his clergy and the military, and we must not hastily impugn the motives of such men as either childish or trivial.

In 1677 M. Lefebvre, then Superior of the Seminary, under special powers received from his Superior in Paris, dismissed Charles d'Ailleboust des Musseaux from the position of Bailli of Montreal, which he had held ever since the Sulpicians were installed as seigneurs, and Migeon de Branssat was appointed in his stead. The change was not made without opposition. Charles d'Ailleboust de Coulonges, eldest son of the deposed Bailli, represented to the Sovereign Council that his father had faithfully served for eighteen years, a term sufficient to qualify him as veteran twice over; that he had been appointed as a reward of his services, and prayed that Migeon's petition be dismissed. His old enemy, Perrot, at once took the opportunity of insulting and interfering with him in the discharge of his duty, but all opposition, lawful and unlawful, was soon put a stop to by the authority of the Council, and Migeon was estab-

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Royal was only received by the Sovereign Council two months after his death in 1693, and his son-in-law, Juchereau, was appointed in his stead, holding office until his death in 1693.

After his death his widow entered the Hôtel Dieu and there passed the remainder of her life beside her daughter, Gabrielle, who, just before her intended marriage had entered on a retreat of ten days in the Hôtel Dieu, and was so charmed with the life about her that she broke off her engagement and joined the community where she remained for the rest of her life enjoying the foundation made by her grand uncle M. Souart.

Migeon de Bransac had a family of ten children, of whom his daughter Denise was *Remuense des nos seigneurs les Enfants de France*, and married Charles Juchereau de Beaumarchais, who succeeded Migeon in his office of Judge Royal of the Island of Montreal.

One of the sons, Joseph Daniel Migeon, Sieur de la Gauchetière, served as Major under Hertel de Rouville and St. Ours des Chaillons in their expedition against Haverhill in 1708, and his name is familiar to us from the street called after him.

\* \* \* \* \*

ANOTHER portion belonged to René Cuillierier, whose escape from a horrible death and captivity among the Iroquois, reads like a romance.

Montreal had escaped the plague which was universal elsewhere throughout the colony in the year of 1661, but on the other hand her constant enemies, the Iroquois, were ever on the alert. Man after man was picked off while at work, and it stirs one's blood to read of the heroism of the defenders of this out-post of the Church of God.

Cuillierier.

M. le Maître, the Treasurer of the Seminary, had been treacherously murdered among the haymakers on St. Jean Baptiste Day, and his successor was a young priest named Guillaume Vignal, who had sailed from La Rochelle in his company two years before.

The Sulpicians had as yet no proper lodgment, and M. Vignal as Treasurer was anxious to push forward the work on the building begun by his predecessor. This was a large stone building on the site of the warehouse in the court occupied by Messrs. Frothingham & Workman and was known as *La Maison Seigneuriale* and after the erection of the present Seminary on Notre Dame street as the Old Seminary.

With this object in view M. Vignal begged M. de Maisonneuve to allow him to cross with his workmen to l'Île à la Pierre (Moffat's Island) for material. The Governor was unwilling as some of them had been over the evening before and he feared might have been seen by the Indians. However he at length yielded to the Treasurer's entreaties and M. Vignal left with his workmen and a party of thirteen to serve as guard, among whom was René Cuillierier and a young gentleman, Claude de Brigeac, Secretary to M. de Maisonneuve.

In was late in October and no easy pull across the rapid current, those in canoes easily distancing the larger party in the flat boat. As soon as the leaders, among whom was M. Vignal, landed, they separated and strolled about



NELSON'S COLUMN. 1840

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waiting the arrival of the others. Suddenly there was a warning cry and the Treasurer with the blood pouring from his wound rushed to the beach to warn his fellows against the Iroquois.

For once the colonists lost their heads ; Brigeac who had not as yet landed might have saved them. With every effort he hastened towards the demoralized and panic stricken men, then facing the savages alone, actually held the whole band of thirty-five in check, while the faint-hearted escaped and those of courage recovered their manhood and took place beside him. The Indians hesitated for a few moments and then rushed forward together ; nothing daunted, Brigeac coolly sighted his arquebus and the chief fell forward almost at his feet. Again the Indians paused and were about taking flight, when one among them taunted the others with the cowardice of retreating before four men ; most of the colonists had all escaped to the boats while Brigeac, Cuillerier, Jacques Dufresne, and the wounded Treasurer stood between them and the Iroquois.

A shot broke Brigeac's pistol arm and the weapon fell at his feet; he caught it up again and although he had the strength to level it, could not draw the trigger, then seeing that all further defence was useless he threw himself into the water to make for the boats but was immediately seized by the Iroquois who dragged him face downwards nearly round the island in savage triumph.

Meanwhile M. Vignal had reached Cuillerier's canoe and was helping himself into it with the support of Cuillerier's arquebus when the weapon slipped and fell into the water. Cuillerier was now without effective arms and before he could get his canoe out of range the unfortunate priest was shot clean through the body and both of them were captives.

M. Vignal wounded as he was raised himself from time to time to address words of comfort and hope to his fellow-prisoners. There were four in all, M. de Brigeac, Cuillerier, Jacques Dufresne and Jacques Le Prestre. The last was killed by the Indians before leaving the island and his body thrown into the river.

Then the victors paddled up stream towards LaPrairie where they encamped, first throwing up a hasty defense against any possible attack. But attack there was none, the colonists were too weak at the moment to assume the aggressive.

Within the Indians' camp the wounded were attended to with what skill the savages possessed. Brigeac's wounds were carefully dressed, Cuillerier and Dufresne were unwounded, but as for the unfortunate priest the captors decided on the second day that the chances were against him and he was killed and eaten.\*

This horrid feast ended the war party broke up, the Mohawks taking Dufresne, and the Oneida, Brigeac and Cuillerier.

It was a weary march of eight days through forest and plain towards Oneida, their destination. M. de Brigeac could hardly stagger along on account of his wounds, Cuillerier was laden like a beast of burden and the greater part of the time was forced to march entirely naked. At first they obtained

\*[ It will be seen that there is a discrepancy between this account of M. Vignal's fate as given in the Relations and by Faillon and the letter of Brigeac which is quoted further on.]



Cuillerier.

some consolation from praying together but the Indians observing this promptly separated them and some among them wished to cut off Cuillerier's thumb in order to prevent him holding a little prayer-book from which he constantly read.

At the end of eight days the two bands met again and great rejoicing over their success ensued. News was sent to all tribes of their victory and they entered Oneida with their unfortunate prisoners who were again stripped naked and had their faces painted. At length the Indians placed themselves in two long lines each brave holding a stick or whip and the prisoners knew that they must run the gauntlet; but they were saved from this torture by one of the old chiefs who ordered them to be led to the public square of the town where a scaffold had been erected. Here, after being beaten, Cuillerier had two of his nails torn out, then the two prisoners were bidden descend and led into the cabin where the chiefs sat in council.

Faillon thinks it was here that M. de Brigeac found opportunity to write the following letter to M. Le Moyne, the Jesuit Father, whom he knew to be in the Iroquois country about sixty miles distant:

"We are two prisoners from Montreal at Oneida; M. Vignal was killed by these savages being only able to walk for two days on account of his wounds.

"We arrived here the first Sunday in December in sad plight. My comrade already has two nails torn out. We pray you for the love of God to come to us and do your utmost by means of presents to take us back with you and then we will no longer be in fear of death.

"We have made a covenant between each other to do and suffer all that is possible for the conversion of those who kill us and we pray God daily for their salvation. We found no French here as we had hoped which would have greatly consoled us.

"I write to you with my left hand.

"Your servant,

"BRIGEAC."

How the letter was carried we do not know, but it did not reach the heroic priest in time to render any service to his countrymen. The chronicler of that year writing of this mission says it was one of "blood and fire," and the fate of our Frenchmen is probably only an incident in the long tale of savage cruelty.

Savages could be cruel to their own kind as well as to the white man; another captive in the village was an Algonquin and during that long night which preceded their sentence the three prisoners were set to torture each other with burning brands supplied from the fire which lighted the council chambers. The Europeans refused to touch their fellow prisoner, who however tortured them to such an extent that a chief called them over and made them sit beside him for protection.

At length the Council ended, Claude de Brigeac, a gentleman, used to fair living and fair treatment, and René Cuillerier, a colonist, used to toil and danger, were condemned to die by fire.

An unexpected deliverance was at hand for Cuillerier; before the hands of

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the torturers had touched him he was claimed by a sister of the chief slain by Cuillerier. Brigeac, and according to Indian custom, her demand was allowed.

But for his unfortunate companion there was nothing but the most frightful of deaths. All through that dreadful night and all the next day he suffered with a divine patience the most fiendish tortures, praying only for the forgiveness and conversion of his murderers. Never a cry broke from his lips, until,



HON. AUSTIN CUVILIER.

wearied by their infernal work, one of the savages by a thrust of his knife ended the martyrdom of that most Christian gentleman, Claude de Brigeac.

For eighteen long months Cuillerier underwent his captivity, and a heavy task it was ; during every hunt he and his fellow prisoners did all the heavy work, and in time of idleness served for the amusement of the village.

Cuillerier.

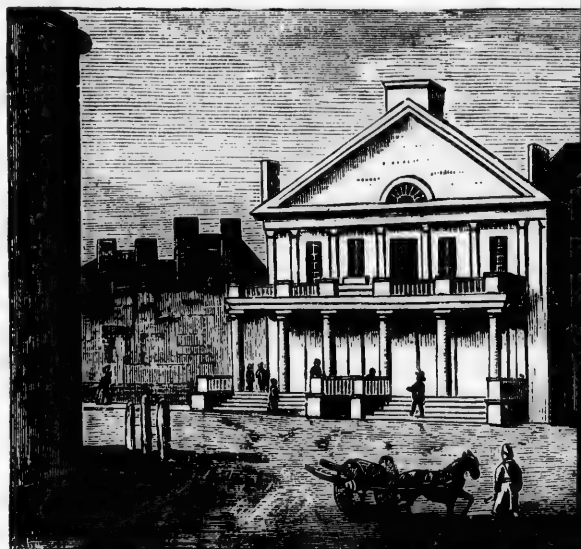
Cuillerier at last could stand it no longer, and meeting with his fellow captive Dufresne in the hands of the Mohawks proposed escape but Dufresne would not undertake the task. It was desperate, it is true; they could hardly hope to make their way towards Canada, and there certainly was risk in trusting themselves to the Dutch or English who might be bound towards the Iroquois as regards French prisoners. But Cuillerier was as desperate as the chances.

Two other French prisoners had evidently been brought in to his particular party of Iroquois, and on the refusal of Dufresne he turned to them. They consented; from a friendly Indian he learned the course for New Holland and blazed a tree. The next day when they separated for the chase he and his companions took their way with their packs, and taking their course from the marked tree as soon as they were safely out of sight, joined each other and went their way *à la grace de Dieu*, hiding by day, running by night, escaping dangers on every side until they found themselves in friendly hands among the Dutch at Orange (Albany), from whence they were sent down to the English at Manathe (New York), and from thence, not being French or English or Dutch, but simply poor white captives, escaped from the savages, they were sent in true fellowship up to Boston and from thence in spite of all national and religious differences, along the shores until they reached Quebec and René Cuillerier once more met his own at the landing place in Montreal.

Cuillerier became a successful merchant and one of the principal inhabitants of Lachine and carried out true Canadian traditions in his family of sixteen boys and girls.

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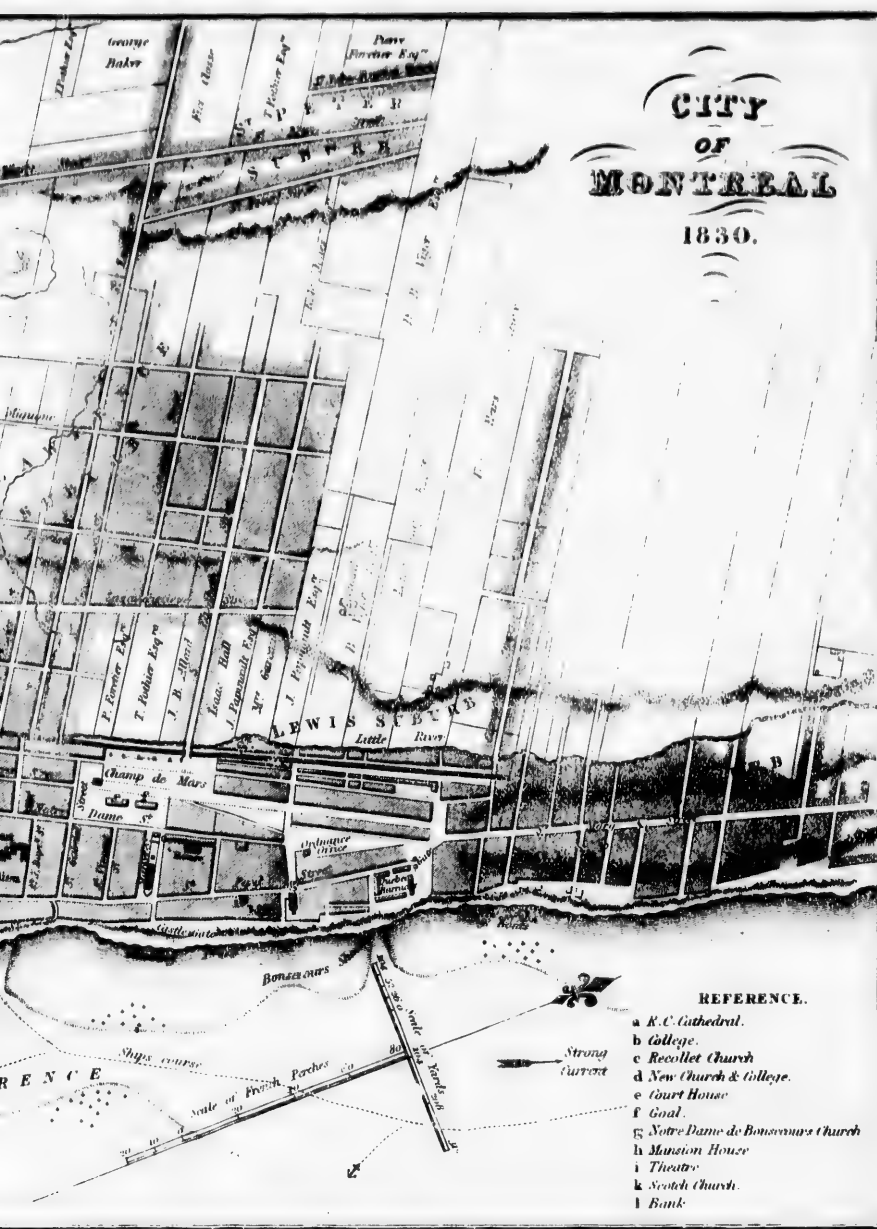
Through such men the property descended in a long line of honourable <sup>Cuillierier.</sup> descent to the Hon. Austin Cuvillier, the first chairman of the meeting to organize the Board of Trade in 1840, and from whose heirs the property was acquired in 1800.

WITH these few sketches we must close the Makers of Montreal under the French Régime. Every one familiar with our history will miss well known names which we reluctantly pass over. First comes a group of devoted women: Jeanne Mance, who shared every danger and toil from the day the colony was founded, and whose name will ever live in connection with her great work the *Hôtel Dieu*; Marguerite Bourgeois the founder of the congregation and Madame D'Youville, whose maternal piety raised *les Sœurs Grises* on the ruins of an older charity. Then the great explorers, René Robert Cavalier, Sieur de la Salle, with his high ambition, his disappointments, and the dark tragedy which closed his life in the Southern wilds; Daniel de Gresollen, Sieur du Lhut, a member of the Royal Guard with the half-guessed-at love story of his early life, his adventurous wanderings in and about the Lake Superior region, and his unknown resting place; Nicolas Perrot, greatest of the *coureurs de bois*, brother to all the tribes of the West; La Hontan, the sportsman and romancer; Henepin, the envious and unreliable; Le Verandrye who first saw the Rocky Mountains, LeGardeurs, d'Aillebousts and Repentignys, and a score of others whose very names are spells to conjure up romance from the shadowy Past into the realities of Present.



OF PARLIAMENT. MONTREAL.  
Burned by a Mob, 25 April 1849.





MONTREAL IN 1830.

## THE ENGLISH K

A New Condi-  
tion.

ON the tenth of February, 1763, the Treaty of Paris was signed and Canada became a British Colony. Perhaps the best testimony in favor of the New Régime was borne by Louis Joseph Papineau in addressing a meeting at Montreal on the occasion of the death of George III. in 1820.

"Not many days," said Mr. Papineau, "have elapsed since we assembled on this spot for the same purpose as that which now calls us together—the choice of representatives; the opportunity of that choice being caused by a great national calamity—the decease of that beloved Sovereign who had reigned over the inhabitants of this country since the day they had become British subjects; it is impossible not to express the feeling of gratitude for the many benefits received from him, and those of sorrow for his loss, so deeply felt in this, as in every other portion of his extensive dominions. And how could it be otherwise, when each year of his long reign has been marked by new favours bestowed upon the country? To enumerate these, and to detail the history of this country for so many years, would occupy more time than can be spared by those whom I have the honour to address. Suffice it then at a glance to compare our present happy situation with that of our forefathers on the eve of the day when George the Third became their legitimate monarch. Suffice it to recollect that under the French Government, (internally and externally, arbitrary and oppressive,) the interests of this country has been more constantly neglected and maladministered than any other part of its dependencies. In its estimation Canada seems not to have been considered as a country which, from fertility of soil, salubrity of climate, and extent of territory, might have been the peaceful abode of a numerous and happy population, but as a military post, whose feeble garrison was condemned to live in a state of perpetual warfare and insecurity, frequently suffering from famine, without trade, or a trade monopolised by privileged companies, public and private property often pillaged, and personal liberty daily violated; when year after year the handful of inhabitants settled in this province were dragged from their homes and families, to shed their blood, and carry murder and havoc from the shores of the great lakes, the Mississippi and the Ohio, to those of Nova Scotia, Newfoundland and Hudson's Bay."

The greater part of the settled districts of North America were now united under one rule, and yet the very success of His Majesty's arms in the North was later on to cost him those older colonies which had so uninterruptedly solicited his aid against the power of what was once New France.

The New England farmer could sleep in peace during the long winter without dread of an inroad of Canadians and Indians; the trader from Orange or New York could venture as far north and west as he wished and meet only friendly traders in the narrow waters and hear only welcome greetings from the forts he once so carefully avoided. The Canadian went back to his farm not

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# GLISH RÉGIME.

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for a few months, ever expectant of the call to arms, but as a settler in a new and peaceful country; the lumber trade was once more encouraged, saw mills were once more opened, ship building was revived, the balance of trade was gradually growing in favour of the colony and the days of constant warfare and adventure were at an end.

The last glamour of romance, which lingered after the old order had passed away, was thrown over the fur trade, and in the history of the great companies which carried on or revived the traffic we still catch some faint reflections of the glories of the past.

The Fur Trade.

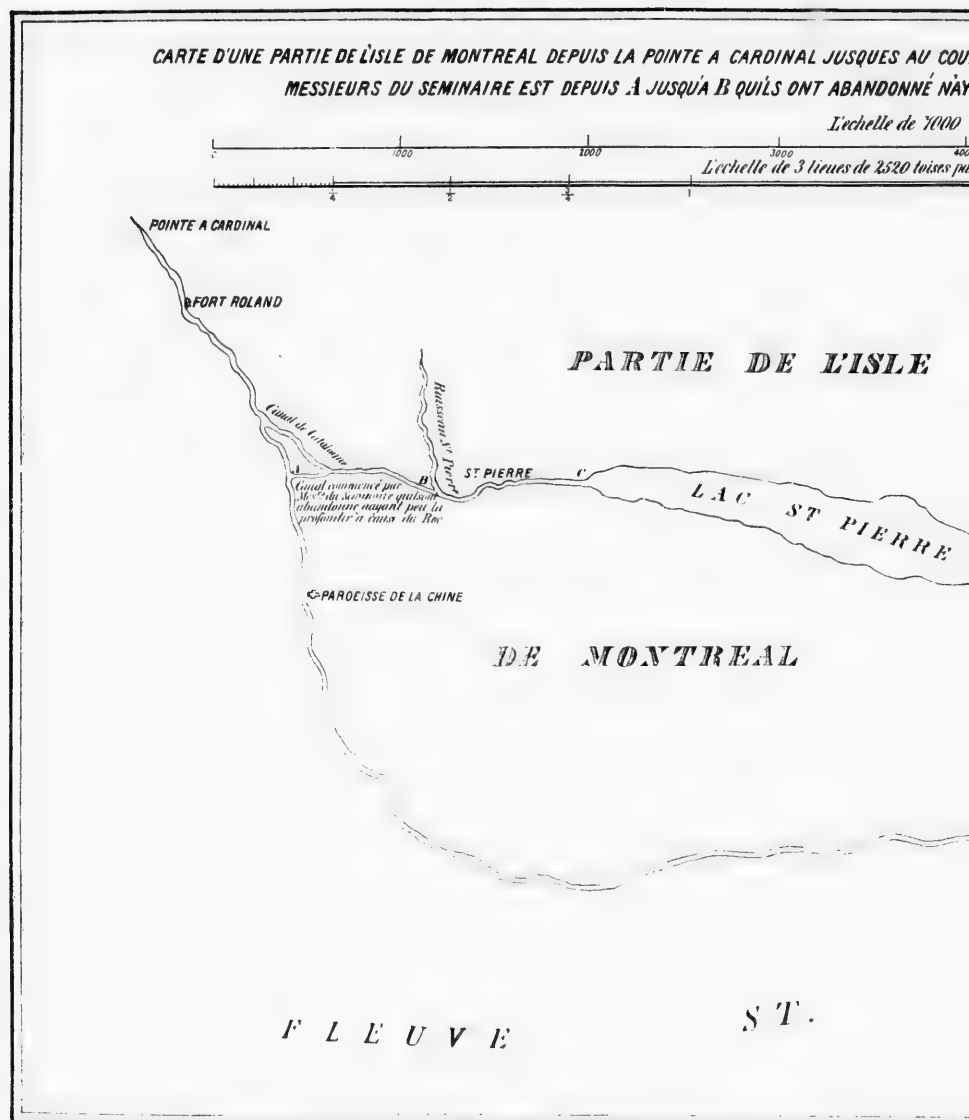
The St. Lawrence did not prove a highway to the treasures of the East, the first discoverers found no barbaric wealth of gold or jewels, but from the mouth of the mysterious Saguenay they brought back the first Canadian furs to Europe and a trade was begun, which after a lapse of more than three centuries, is still a most important factor in the prosperity of the country.

The trade began at Tadousac, then retreated up the river to Quebec, higher up still to Three Rivers, and finally to Montreal, where it centred until a few years ago when the Ottawa and Lake Superior routes were abandoned and the shipments were made direct from Hudson's Bay to London. But Montreal did not hold it without a struggle and a jealous and vigilant guard; the English and Dutch bribed Indians and renegades with higher prices than Montreal could offer—if Indians could be dissuaded from the eastern journey by tales of plague or other danger a good round lie was never wanting—unscrupulous traders pushed on past her into the West, *coureurs de bois* bartered when and where they could in defiance of *ordonnances* and pain of infamous punishment, but in spite of it all Montreal held her position. Here the great annual Fair was held, here Governor after Governor met the Indians in solemn state to cement old treaties or make new ones, here turbulent spirits held high carnival while the broad pieces lasted, and night after night her walls protected her from the crowd of drunken and excited savages who under scarcely less savage white leaders brought the wealth of a continent to her very gates.

Just as Montreal was growing in importance in this particular, in 1669, "H. B. C." King Charles the Second granted a charter to "the Governor and Company of Adventurers of England trading into Hudson's Bay," with Prince Rupert at their head. In the Board Room of the Honourable the Hudson's Bay Company, in London, the portrait of its first Governor looks down from the walls on the administration of a company whose first successes the original saw over two hundred years ago; the present Governor, Sir Donald Alexander Smith, K.C.M.G., of Montreal, sits in the same chair, and he and every Governor before him have been sworn upon the same bible as that used by the Prince, while over seas in the land that lies between the eternal snows of the north and the harvests of a milder clime, the Company's posts

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Chenal de St. Marie

Le canal qui est creusé en 1735  
 par l'abbé de La Rivière

## BEGINNINGS OF THE LACHINE CANAL

"H. B. C."

stretch from Ungava to Port Simpson, and the yield of furs in spite of immigration and settlement continues surprisingly large.

The early gains of the Company were enormous; more than once the capital was tripled, and this in the face of great losses inflicted by the French, who under d'Iberville in 1686 began their attacks, and which only ceased under La Perouse in 1784.

In the historical sketch of the 50th Annual Report of the Board of Trade some of the difficulties of the fur trade under the French Régime have been noticed, but the chance of gain was too tempting, and despite of every discouragement Beaver ruled through wars, corruption, and bankruptcy up to the actual loss of the colony to France. In 1754 there were eighteen principal posts in operation which sent more than a hundred canoe loads of furs down to Montreal, and scarcely had the storm of battle died away before voyageur and hunter were afield or afloat again.

The North-West Company.

English adventurers were out in the west before 1775, a few years later in 1783 the North West Company was formed in Montreal and in it the Hudson's Bay Company was to meet a rival much more formidable than the desultory attacks of French adventurers.

Another rival sprang up in the X Y Company two years later, and still another under John Jacob Astor in the beginning of this century.

Every trick and ruse was adopted on all sides to obtain the Indian trade, spirits were introduced and used unscrupulously, bad blood was engendered between both white men and red, human life was held in contempt, and more than one tragedy stained the annals of the rival companies. The outlay was so great (the cost of a canoe load of goods for trading being more than double its original London price by the time it arrived at the Grande Portage on Lake Superior,) the whole trade was carried at so reckless an expenditure of barter and time, and the employees were so numerous, that the result was nearly fatal to the contestants. The new company could not stand it and disappeared and final disaster was only averted by the amalgamation of the two great companies in 1821.

The names of the original shareholders of the North West Company are of interest to us as Montrealers. They were:—

Todd & McGill	2 shares	Benj. & Jos. Frobisher	2 shares
McGill & Paterson	2 "	McTavish & Co.	2 "
Holmes & Grant	2 "	Madden & Co.	2 "
McBeath & Co.	2 "	Ross & Co.	2 "
Oates & Co.	1 "		

Water Ways

FROM the days of the first discoverers the great rivers and lakes of Canada served both as her water ways and highways. The upper lakes and the western posts could only be reached by canoe and it is scarcely more than thirty years ago since the last brigade of *voyageurs* left Lachine for the Grande Portage on Lake Superior. The time required for such a journey and the labours and hardships which must be undertaken were indeed formidable. The traveller must bear such weather as may chance to come with little or no

shelter by day or the howling storm by night, carrying place up steep banks, many and vexatious.

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About the lakes, but the *Yonkers* that the *Yonkers* Niagara River.

Montreal son of John founding the attention to the Hudson's River, 1809, the and named the venture was measured eight horse power £1 5 0; for £1 5 0. Since requested to being laid in.

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The following 1813, will give this occasion

"Journal of Quebec 12 got under way opposite Rivière du Sault at 8 a.m. boat ashore. Remarks, p.

Inland made to cross 1831, Lord of the River, were p.

shelter by day or by night, he must not be particular as to the quality of his Water Ways fare or the hour it may be set before him, he must be prepared for many a weary tramp over the narrow trail at the portage. (and there were just forty such carrying places between Montreal and Georgian Bay,) many a heavy climb up steep banks, many an exhausting scramble over wet and slippery rocks and many and vexatious delays to repair the canoes or for some excuse of the men.

Between Montreal and Quebec *bateaux* and small sailing vessels were used but as the upward journey must be made against the current and often with an unfavourable wind, weeks were sometimes required for its accomplishment. The *Schenectady* and the *Durham* boats were afterwards introduced and were improvements to some extent on the more clumsy *bateaux*.

About the end of the last century sailing vessels were constructed on the lakes, but these were for government purposes only and it was not until 1792 that the *York* the first merchant vessel was launched at the mouth of the Niagara River.

Montreal can claim the initiative in Canadian steam navigation in the person of John Molson who arrived in Canada in 1782, and, after successfully founding the brewing business which is still carried on by the family, turned his attention to the novelty of steam navigation which had been proved a possibility on the Hudson, by Robert Fulton in 1807. Two years later, on the 3rd November, 1809, the second steamboat in America built at Montreal by Mr. Molson and named the *Accommodation*, started on her maiden voyage to Quebec. The venture was entirely successful, the run being made in thirty-six hours. She measured eighty-five feet over all, had sixteen feet beam and an engine of six-horse power. The fare to Quebec was £2 10 0; for children under eleven, £1 5 0; for servant with birth (*sic*) £1 13 4; for servant without birth (*sic*) £1 5 0. Sixty pounds of luggage were allowed to passengers, and they were requested to purchase their tickets early in order to allow of sufficient provisions being laid in.

Hon. John Molson.

In the following year (1810) Mr. Molson applied for a monopoly for fifteen years, and in 1811 began the construction of the *Swiftsure* for the same service.

The following extract taken verbatim from the Montreal *Herald* of 8 May, 1813, will give a good idea of the time and incidents of the upward trip. On this occasion Sir George Prevost, his staff and servants were on board:—

"Journal of the steam boat from Quebec, Tuesday, May 4th, ½ past 4 left Quebec ½ past 11 p.m. came to Port Neuf. May 5th, ½ past 5 p.m. (a.m. ?) got under weigh—at ½ past 5 p.m. past Three Rivers—at 9 p.m. anchored opposite Rivière du Loup. May 6, at ½ past 4 a.m. got under weigh and made sail at 8 a.m. hove too off Wm. Henry, landed three passengers and sent the boat ashore for milk. At 9 a.m. made sail—at 4 p.m. arrived at Montreal. Remarks, past (*sic*) every vessel under sail."

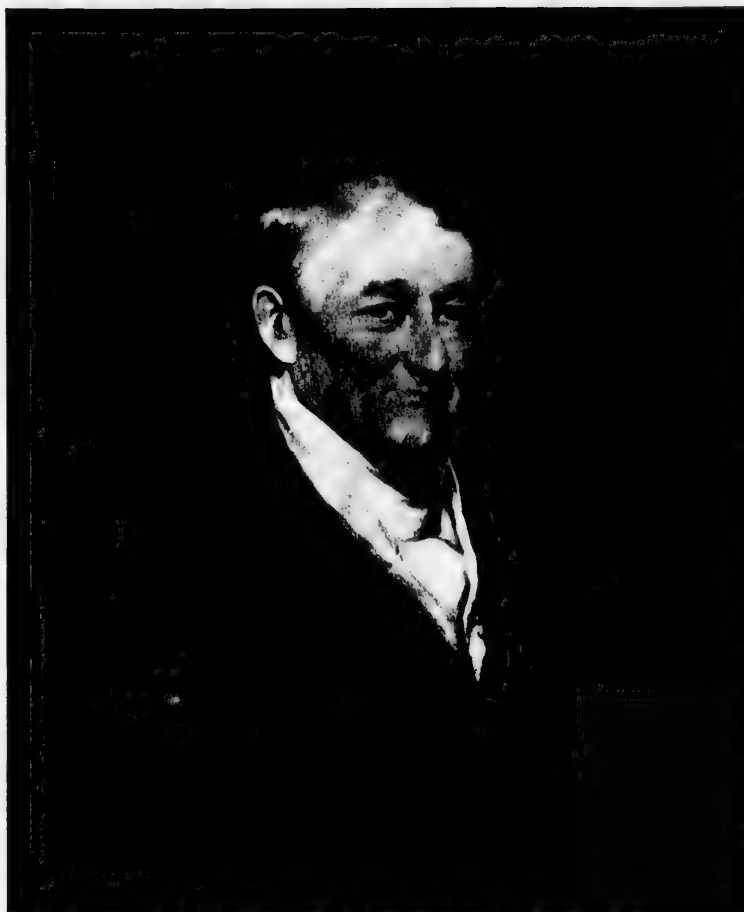
Inland navigation was long an accomplished fact before an attempt was made to cross the Atlantic and here Canada took the lead. On the 27th April, 1831, Lord and Lady Aylmer accompanied by their suit and a brilliant following, were present at Black's shipyard in Quebec to witness the launching of a



MONTREAL HARBOUR



MONTREAL HARBOUR IN 1893.

Hon John  
Molson

HON. JOHN MOLSON.

vessel destined to open up a new departure in steam navigation. Amid the strains of the band of the 32nd Regiment, the "Halifax Steamboat" slid of the ways and was christened the *Royal William* by Lady Aylmer.

She was then towed to Montreal, received her engines, and on the 17th August, 1833, sailed from Quebec, was detained at Pictou and made the voyage to Gravesend in seventeen days; she was commanded by Captain McDougall, was 363 tons burthen and carried a crew of twenty-one, burned Nova Scotia coal and was the first vessel to make the entire voyage wholly under steam.

The following named the *Ysabel*.

In 1815 the on Lake Ontario account of the which they were was yet an arduous thus comments

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The following year she was purchased by the Spanish Government, re-named the *Ysabel Segunda*, their first steam war vessel. Hon. John Molson.

In 1815 the *Frontenac* was built in the Bay of Quinté for steam navigation on Lake Ontario and other steamers rapidly followed in both Provinces, but on account of the want of canals all these craft were confined to the waters on which they were launched. The journey from the Lower to the Upper Province was yet an arduous undertaking. Lord Sydenham in one of his private letters thus comments on it :

"TORONTO, December 3, 1839.

"I arrived here on Thursday week. The journey is bad enough; a portage "to Lachine, then the steamboat to the Cascades, twenty-four miles further; "then road (if road it can be called) again for sixteen miles; then steam "to Cornwall, forty miles; then road, twelve miles; then by a change of steam- "ers, into Lake Ontario to Kingston and thence here. I slept one night on the "road and two on board the steamers. Such, as I have described it, is the "boasted navigation of the St. Lawrence."

Prescott was the lowest point reached by the Upper Canada steamers for many years and although a company was formed in 1837 or '38 to build a boat to run the rapids the attempt was not made until a few years later when the *Iroquois* succeeded in reaching as far as Dickinson's Landing.

It had long been recognized that the only means of surmounting the difficulty was by canals, and as early as the beginning of the last century an attempt had been made by the Seigneurs of Montreal to make a waterway between the city and Lachine by means of the Rivière St. Pierre, the Lac aux Loutres (or St. Pierre as it was afterwards called), which has now disappeared, and a short cut through above the Rapids. Their effort was unsuccessful, but Gédéon de Catalogne carried it out by a cut further towards the west and a canal, practicable at least for canoes, was thus opened past the Lachine Rapids. The map of Chausssegros de Lery of 1733, which is here reproduced, shows the two attempts; it appears from the legend on the plan as if a proposal had been made to deepen the canal, but if so it was never carried out. Catalogue.

Gédéon de Catalogne not only began the Lachine canal but also planned the fortifications of Montreal, erected many of her principal buildings, played his part as a good citizen and left behind him one of the most interesting memoirs of his time.

He was one of the younger branch of a family from the south of France and from the fact of his being a Protestant his immediate family were probably followers of Henry IV. and his party. After the revocation of the Edict of Nantes he left France with no less than one hundred and twenty of his countrymen of like faith with him and sailed for Canada.

M. Tanguay, in his valuable study on the Catalogne family, tells us how, after a long and dangerous voyage the ship bearing the fugitives was cast away on the Island of Anticosti, and only Catalogne and seven of his companions, who had vowed to return to the bosom of the Church if their lives were spared,



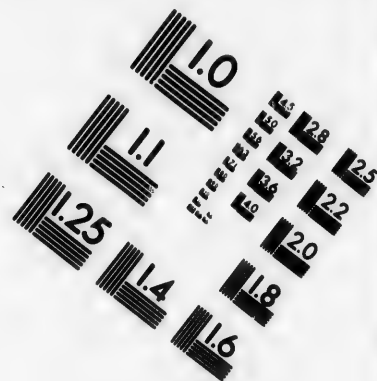
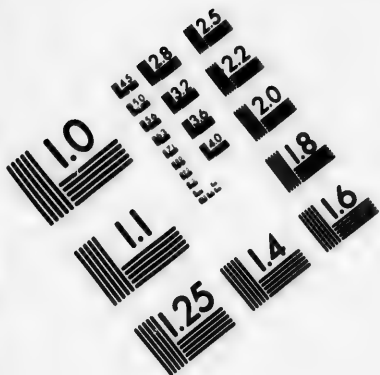


MONTREAL HARBOUR  
From the C. P. R.

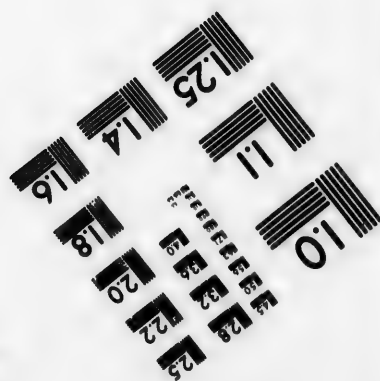
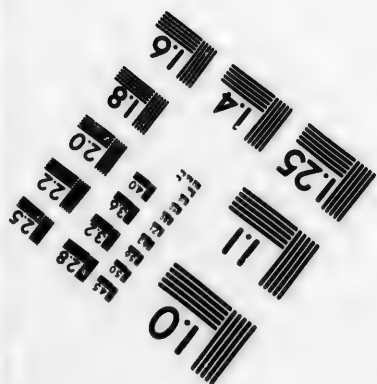
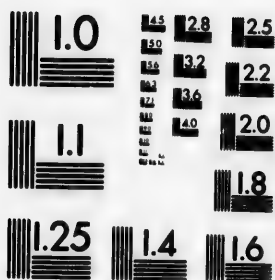


MONTREAL HARBOUR IN 1893.

From the C. P. R. Elevator.



# IMAGE EVALUATION TEST TARGET (MT-3)



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Catalogne

escaped from the wreck. The survivors fulfilled their promise by abjuring their errors before Mgr. St. Valier on their arrival at Quebec.

Catalogne settled at Montreal, where his house still stands at Nos. 44 and 46 St. Vincent street, and immediately devoted his services to his adopted country. In 1686 he commanded the regular troops in the expedition under M. de Troyes against the English at Hudson's Bay, while Le Moyne d'Iberville commanded the Canadians, an expedition whose fortunes we followed in the sketch of Le Moyne de Ste. Hélène.

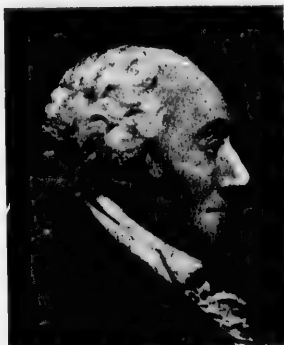
During the following years he found no lack of opportunity for his warlike proclivities, and was almost constantly in the field, saw hot fighting, and did his share of it in the far West and about Montreal, and as Lieutenant under M. de Subercase in Canada and Newfoundland. He was at Quebec during the siege by Phipps in 1690, and in his quality of engineer rendered important services to the beleaguered city. In this year he married Marie Anne Lemire, daughter of Jean Lemire of Quebec. In 1691 we find him off on a dangerous scouting expedition down the river as far as La Valtrie and through the course of that year of terror he never rested from constant and dangerous duties.

In 1693 he obtained a concession of the St. Vincent street lot and there occupied himself in building his house and making some provision for his family. He also took part in an expedition to Lake St. Sacrament in 1692; rebuilt the Hôtel Dieu after the fire of 1694; fortified Montreal under M. de Callière, which fortifications he improved and rebuilt as shewn in Franquet's plan of 1752; fortified Three Rivers and Chambly, and passed the last years of his life in Quebec where he constructed new bastions and strengthened and improved the existing fortifications and there died on the 5th January, 1720.

After the cession of Canada to England his descendants emigrated to Martinique where they have held an honourable position and to-day Paul Louis Gédéon de Catalogne there represents the family in the seventh generation.

In 1779 the era of canals was undertaken by the Imperial Government, when a lock was built under the supervision of Captain Twiss at Coteau du Lac, for the use of which the Montreal merchants had to pay a toll of ten shillings currency on each batteau. But the necessity of a canal between Montreal and Lachine increased with the prosperity of the country under English rule, and ever since 1792 Montreal had vainly petitioned for permission to open up a canal connecting the two points.

At the head of the movement was the Hon. John Richardson, a native of Portsoy, in Banff, Scotland, who came to America as a lad, but at the time of the revolt of the English Colonies removed to Canada where he represented Phyn, Ellice, Inglis & Co., of London, and later on engaged in the fur trade and general business as a member of the firm of Forsyth, Richardson & Co.



HON. JOHN RICHARDSON.

Hon John  
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One of the great difficulties of the North West Company in which he was interested was the Sault Ste. Marie between Lakes Huron and Superior. In 1797 McTavish, Frobisher & Co., with the aid of Forsyth, Richardson & Co., surveyed the western shore, acquired land, built a road forty-five feet in width, and cut a canal three thousand feet in length with a lock capable of raising the water to a level of nine feet; this was sufficient for the needs of the partners and it served their purpose until destroyed by the Americans in 1814.

Hon. John  
Richardson.

After many delays and disappointments Montreal at last gained the requisite authority, and on the 17th July, 1821, the Hon. John Richardson as Chairman of the Commissioners first broke the ground for the Lachine Canal, and in 1824 it was at length opened for vessels at a total cost of \$440,000. The Cornwall Canal was opened in 1842, the Beauharnois in 1845; the Williamsburgh in 1848, and Montreal was at last in direct communication with the whole of the western country.

About the same time, in 1844, an effort was made to obtain an efficient ship channel through Lake St. Peter, but after three years of mismanagement and an expenditure of nearly \$300,000 the work was abandoned, and for some years later the foreign trade of Montreal could only be handled by vessels of not more

Hon. John  
Young.

than four hundred tons burden. Here again, one of Montreal's citizens came to her relief, the Hon. John Young, then Minister of Public Works, was unceasing in his demands, and being warmly supported by the Board of Trade and the Harbour Commissioners, work was resumed in 1851 and by following the natural channel the attempt was carried to a successful issue.



HON. JOHN YOUNG.

\* \* \* \*

I N a country where the winter plays so important a part during the three hundred and sixty-five days of the year as in Canada, the problem of land travel during at least one part of the year was comparatively easy. The

Land Travel.

early colonists soon learned the use of dogs and with light *trameaux* or toboggans journeys were easily performed on the solidly frozen rivers whose clear and level surface formed a great natural roadway into the interior.

Thus with canoe in summer and sledge in winter the rivers long served as the only means of communication between the scattered settlements whose inhabitants were too few to attempt any effort at permanent roads. But the Lachine Rapids were a constant source of toil and danger and their fierce sweep downwards was the first great barrier between Montreal and the West. Long before the first attempt to surmount them by means of the little canal leading from the Lac aux Loutrés was made, Frontenac ordered M. de Catoligne to survey and build a road between Montreal and Lachine, probably the first experiment in road making in Canada. In 1721 a regular postal service was established between Montreal and Quebec with only one stoppage at Three



MONTREAL HARBOUR  
From Custom House



MONTREAL HARBOUR IN 1893.

From Custom House.



Land Travel. Rivers, and in 1766, Benjamin Franklin, then Deputy Postmaster General of North America, stated before a committee of the House of Commons that this was the only post-road existing in Canada--and Quebec, Three Rivers and Montreal were the only post offices.

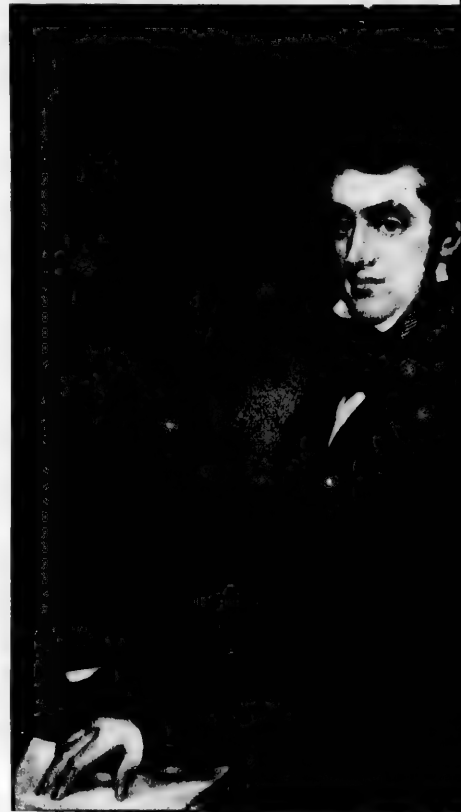
Travelling by post was the rule in Lower Canada after the Conquest; the *maitres de poste* had their post houses every seven or eight miles and the journey of one hundred and eighty miles between Quebec and Montreal was performed in twenty four stages at a cost of between twelve and fifteen dollars, the usual time being three days.

The road from Quebec to St. John's was next opened, and in 1796 that between Montreal and Kingston, but a tedious interval by horse-boat through the slack water of Lake St. Francis in order to avoid the wet land road along the front of Glengarry was not done away with until during the war of 1812-15.

On the first day of the year 1816, the first stage line between Montreal and Kingston was established by Barnabas Dickinson, and the year following another line extended the travel from Kingston to Toronto. Stages left Hedge's Hotel in St. Paul street every Monday and Thursday and arrived at Walker's Hotel, Kingston, on Wednesday and Saturday. The fare from Kingston to Toronto was eighteen dollars with an allowance of twenty-eight pounds of luggage, but this was reduced the next winter to ten dollars. At this time there were twenty-five post offices and twelve hundred miles of established post-roads. By 1840 nearly six thousand miles of post-roads had been constructed, comfortable hotels existed for the traveller, especially in Lower Canada, the stage system was at its best development and during good weather in the winter some remarkable driving was accomplished.

Perhaps one of the most extraordinary feats in this way was performed by the late William Weller the owner of the stage line between Toronto and Prescott, who, at the request of Lord Sydenham, then Mr. Poulett Thomson, drove him from Toronto to Montreal in the winter of 1840. The story has been told time and again by those who remember many of the circumstances but it deserves repetition in print as an echo of the days when men gloried in such trials of skill and endurance

Lord Sydenham's Drive.



LORD SYDENHAM.

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Lord Sydenham, to use his familiar title, had come to Canada with a host of difficulties before him, the Upper Province was bankrupt, bitter internal jealousies were at work, the Clergy Reserves question must be settled and the union of Upper and Lower Canada accomplished. He met his difficulties bravely, and by unceasing labour and the exercise of consummate skill and tact accomplished his herculean task. In February, 1840, he prorogued his Parliament at Toronto, and perhaps from the very desire to make a change and enjoy

Lord Sydenham's Drive.

the excitement of the experiment he planned the drive to Montreal, which Mr. Weller undertook to perform in thirty-six hours.\*

A specially covered sleigh was prepared for the Governor and his aide, Capt. Le Marchant, and, to lessen the great fatigue of the journey, a couch was arranged for His Excellency's use. Mr. Weller had sent word for the best horses to be in waiting at every stage; every man had his appointed hour when the horses were to be standing by the road with their collars on. At length all was in readiness, and at six o'clock on the morning of Monday the 18th February, the Governor and his aide took their places, Mr. Weller signalled to give the horses their head, and the four-in-hand started from Government House on the road for Montreal.

But unfortunately winter weather will not always hold even in February, and to the dismay of the travellers a heavy thaw had set in. In those days when both telegraph and telephone were unknown, there was no time to countermand the plans so carefully arranged. At each stage matters grew worse until the light sleigh was dragged over roads almost bare of snow. But each stoppage meant fresh horses of the best staying powers that could be found in Canada and on they went without drawing rein between the stages. All night long William Weller sat on his box encouraging and handling his horse flesh with all his well-known skill until the next day as they neared the Lower Province the roads improved somewhat, and with the improvement better time

was made and there seemed a chance of success. But it was not until they took the ice below the Cascades for a clear run to Lachine that everything turned in his favour. At Lachine he drew his rein over four fresh horses, and with

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\* I am indebted to the courtesy of the Hon. Mr. Justice Weller of Peterborough, for the portrait of his father and much of the detail of the journey.



LORD SYDENHAM.





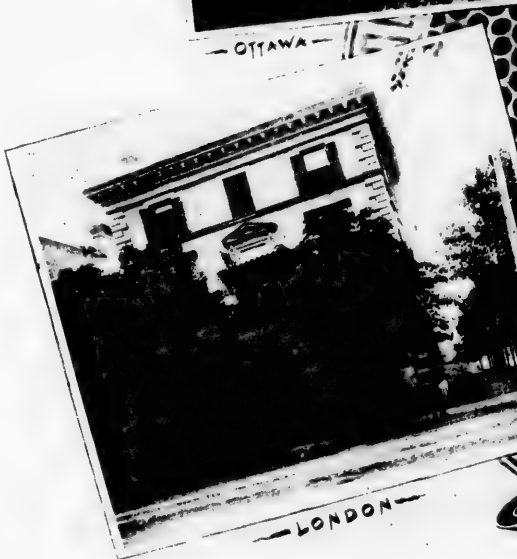
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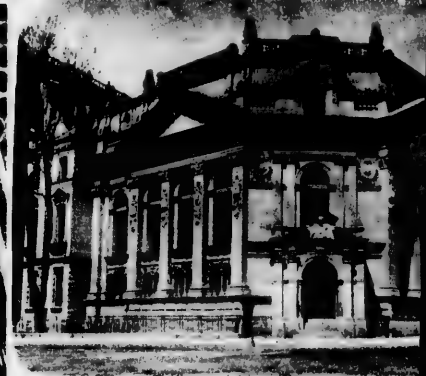
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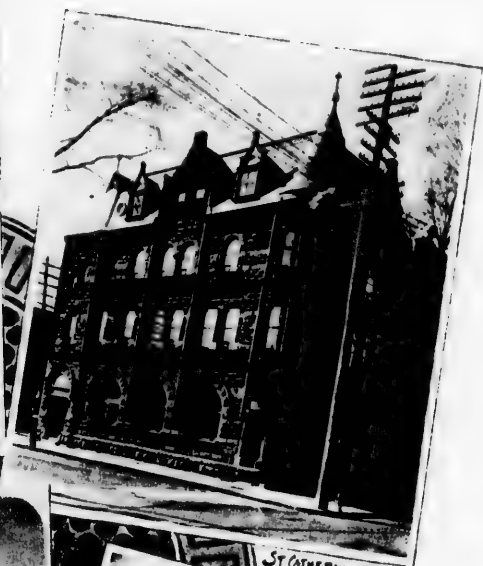


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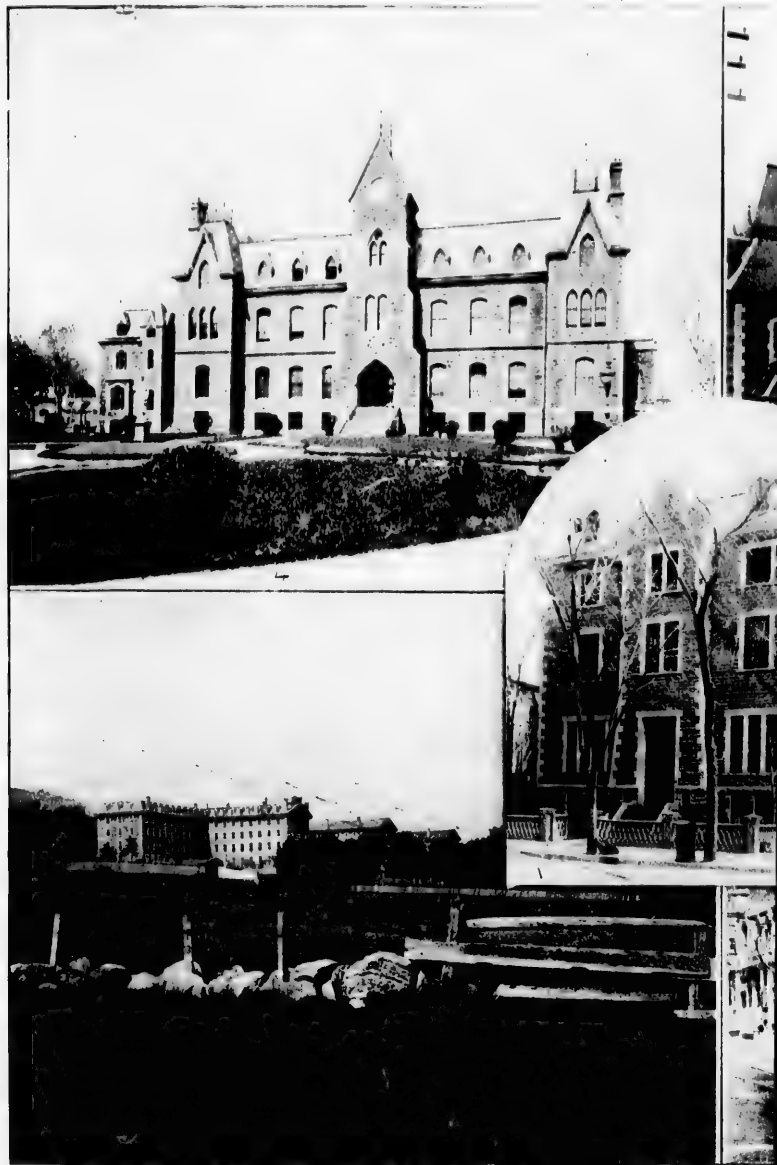


TORONTO

MONTREAL BRANCHES



HAMILTON



Catholic Commercial Academy.  
Montreal Seminary.

Diocesan Theological

PROMINENT EDUCATIONAL



Diocesan Theological College.

Presbyterian Theological College,  
Medical College of Bishop's University.

EDUCATIONAL ESTABLISHMENTS.



Lord Sydenham's Drive

them rattled over the remaining nine miles of his journey and pulled up in the court-yard of the Exchange Hotel in St. Paul street at twenty minutes to six on Tuesday afternoon. He, alone, had driven the 360 miles from start to finish in 35 hours and 40 minutes without accident or injury to any of his horses, and on his arrival had to be helped off the box he was so stiff from his long effort.

At noon on Wednesday the battery at St. Helen's Island welcomed the Governor with a salute of twenty-one guns and presents and congratulations were the order of the day. Lord Sydenham presented Mr. Weller with a gold watch and he in turn remembered those who had assisted him in his remarkable performance.



WILLIAM WELLER.

It will give some idea of the difficulties overcome when we know that Mr. Weller's eldest son followed to Montreal with some of the Governor's aides and did not arrive until twenty-four hours later, all pretty well used up.

On the 27th October, 1856, the first train from Montreal to Toronto passed over the line of the Grand Trunk Railway Company and the great days of staging were over.

The news of the success of the railway in England reached Canada in 1831 and steps were at once undertaken in Montreal which resulted the following year in a charter for the Champlain & St. Lawrence Railroad opened in 1836, but only worked by horse-power. Steam was successfully employed in 1837, and from this small beginning springs the great railway system which has united our various Provinces, has brought the commerce of the East and West to our doors and has contributed more than any other single factor towards our importance and standing in the Empire of which we form part.

\* \* \* \* \*

Banking.

THERE had long been need of a bank in Canada; specie was so rare that barter was almost universal, and as coins of every description were permitted, the silver became so worn and debased as to be worthless for payments abroad except by weight.

On the 18th October, 1792, a notice signed by Phyn, Ellice & Inglis; Todd, McGill & Co., and Forsyth, Richardson & Co., appeared in the *Official Gazette*:

"The undersigned having experienced great inconvenience in Canada from the deficiency of specie or some other medium to represent the increasing circulation of the country as well from the variety of the money now current, and knowing the frequent loss and general difficulty attending receipts and payments have formed the resolution of establishing a bank at Montreal, under the name of the 'Canada Banking Company.'

"The business proposed by the Company, and usually done by other establishments, is:

## Banking.

"To receive deposits in cash.

"To issue notes in exchange for such deposits.

"To discount bills and notes of hand.

"To facilitate business by keeping cash accounts with those who choose to employ the medium of the Bank in their receipts and payments.

"It is proposed to extend the operations of the Bank to every part of the two Provinces where an agent may be judged necessary; and it is presumed that the Institution will be particularly beneficial to the commerce of and intercourse with the Upper Province."

A private bank was actually formed, but of deposit only, under what name I have been unable to discover. Another attempt was made in 1807, and renewed in 1808, when the merchants of Quebec and Montreal proposed to establish the "Canada Bank," with head offices at the two cities. A bill to this effect was presented before the House for the purpose but was rejected.

Mr. Stevenson, cashier of the Quebec Bank, in a valuable paper read before the Literary and Historical Society of Quebec in 1876, notes some of the objections raised:

"It was held that the people were illiterate and liable to be imposed upon; that if the Bill passed it would encourage a spirit of gambling and speculation founded on false capital; and that, as soon as the Bank should be established, all the specie in the Province would disappear. On the other hand, it was argued that the inconvenience apprehended from the illiteracy of the people would be guarded against by suitable devices on the bank notes, by which the relative value of each note might be known; that forgeries would be prevented by due precaution being exercised in stamping the Note paper, and by the skilful engraving of the plates. It was further argued, oddly enough too, that the crime of forgery had become common in the United States, because in that country it was punishable by imprisonment only; whereas, under the Criminal Code of Canada, it was death to counterfeit any note or coin. Then, as to the creation of false capital, it was maintained that all credit may be considered fictitious capital; but though some may abuse the advantages derived therefrom, it should not for that reason be held as sound that no credit whatever should be given."

In spite of these efforts, the Spanish dollars were still stowed away in barrels and hoarded in stockings and teapots until 1817 when the "Montreal Bank" and the "Quebec Bank" were founded simultaneously.

The following letter from Mr. Dupuy, the first accountant of the Bank of Montreal, to Mr. Franklin so long in charge of the Stock Department here, gives an amusing account of the difficulties encountered and overcome in the early history of the Bank:

KINGSTON, 4th June, 1868.

"F. FRANKLIN, ESQ.,

DEAR SIR,—In reply to your favour of yesterday, I will endeavour to give you an account of the early times of the Bank of Montreal.

Capital, £250,000

## Banking.

In the month of August 1817 the Bank of Montreal was opened in St. Paul street in the stone house occupied originally by Messrs. Amour & Davis, merchants in the city of Montreal, towards the New Market (the lower end) and continued to do business until the erection of the building now occupied by the Banque du Peuple.

The next step was the appointment of the officers, about the middle of the month of August, 1817, viz.: One cashier, one accountant, and first and second teller, receiving and paying tellers.

As the accountant I was ordered to proceed to New York for the purpose of looking into the method of keeping the books according to the system of the United States Bank, Mr. Catlin being the celebrated cashier in those days. Inspected the books, etc., but found nothing unusual in their system.

I then proceeded to Hartford, Conn., to the celebrated engraver Reid (at that time) who was engaged to engrave the bank notes in a very ordinary style, many young men were occupied in the work of engraving and it struck me that forgeries some day or other would occur, and after two or three years my suspicions were confirmed, the plates were then renewed and engraved on steel using the die the most difficult to imitate.

I remained in New York and Hartford until the Bank notes and plates were ready and according to strict instructions took my departure for Canada by way of Utica so as to avoid the duties and other obstacles which might have occurred at the Custom House by way of Lake Champlain, landed at Prescott by way of Utica to avoid all obstructions and remained in that town nearly two days for a conveyance to Montreal by stage, as steamboats were not to be seen in those days.

During my absence the tellers received the first instalment in gold and silver due on the stock subscribed for and much of the stock was paid for in full. A large quantity of gold and silver had been secreted by the Canadians but by degrees they became reconciled to part with it for Bank of Montreal stock although some of them held back, as they could not believe in the safety of banks.

When I returned with the Bank note paper, a second batch of officers were appointed, one discount clerk, Mr. B. Holmes, and one or two other subordinates, with a messenger.

The First Teller was named Stone, an American gentleman, who had been some time in one of the banks in the United States, he was very useful in organizing the money department. Banking was quite a new thing in Canada and required an experienced hand to regulate the different books required for the Tellers, the second Teller having to pay his cash to the first Teller every evening on close of the Bank, and balances to be checked by the Cashier for the Accountant's books, thus we were soon instructed in the banking business.

The first Cashier was Robert Griffin, Esq., father of your solicitor, F. Griffin, with a salary of only £300 per annum. The Accountants, myself, £250 per annum and the others about the same according to grade, all rather low; however as soon as the Bank became in good working and paying order the salaries were increased.

The first President was John Gray, Esq., of St. Catherines (Côte St. Cath-

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Côte St. Cath-



JOHN GRAY, Esq.

erine), near the city, a very respectable Banking.  
and much esteemed individual, although  
very retired; he was not much of a man  
of business but he had several very  
intelligent and experienced men in the  
directors to pilot him through any diffi-  
culties which might occur.

Samuel Gerrard, Esq., was, I think,  
the next President, the head of the firm  
of Gillespie, Moffatt & Co., he was a  
very intelligent, experienced man in busi-  
ness. As the Accountant, I was often  
with him, and knew him well, and am  
satisfied that he was not spoken of as  
highly as he merited; however, those  
times are past and it is not worth while  
to say any more on the subject. I saw  
nothing wrong in him.

About the year 1824 the Bank of  
Montreal met with some severe losses,  
chiefly in Quebec, by lumber merchants,  
others in Montreal, and about £80,000  
was lost and carried to the debit of profit  
and loss. Dividends were stopped for

one year and a half or perhaps two years. I think, the stock was offered at 40  
and 50 discount and the public became very easy.

Confidence, however, was soon restored in consequence of the Directors  
being men of influence and wealth and pledging their means for the safety of  
the Bank.

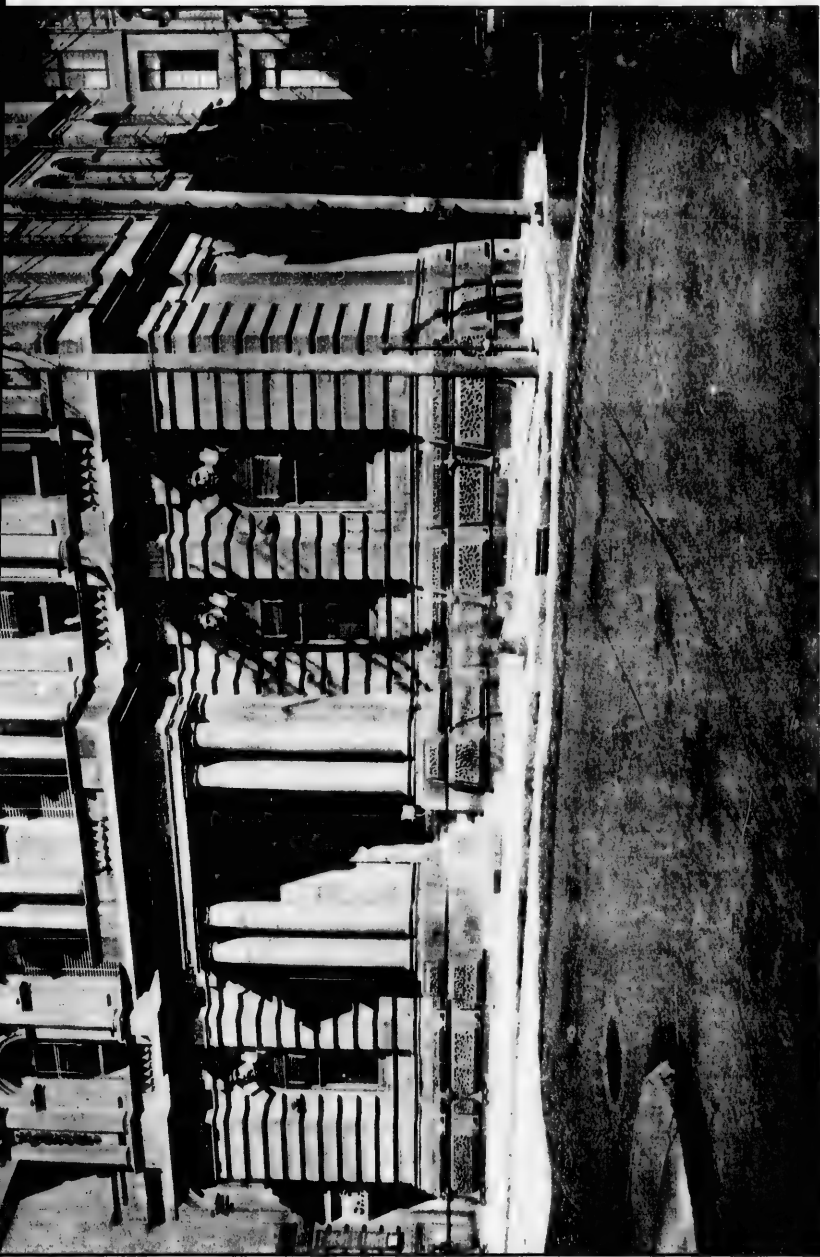
About the year 1824 or '25 the Hon. Mr. Allan, of Toronto, Agent for the  
Bank of Montreal in that town, occasionally received the large sum of £500 to  
discount paper not to exceed £25 to £50 and ordered not to take any officers'  
Bills of Exchange and to avoid also clergymen's Bills of Exchange.

In the year 1829, I was appointed Manager of the Kingston Branch after  
being nailed to the books for twelve years; shortly after this a specie war took  
place between the Bank of Montreal and the Bank of Upper Canada, thus, kegs  
and boxes of specie would go up to Toronto, B.U.C., in payment of balances,  
sometimes pretty large, then if the balance happened to be on the other side the  
same boxes and kegs would make their appearance here again, and this war con-  
tinued for some months. At last peace was restored, and both Banks agreed to  
settle their balances by Bills of Exchange or drafts.

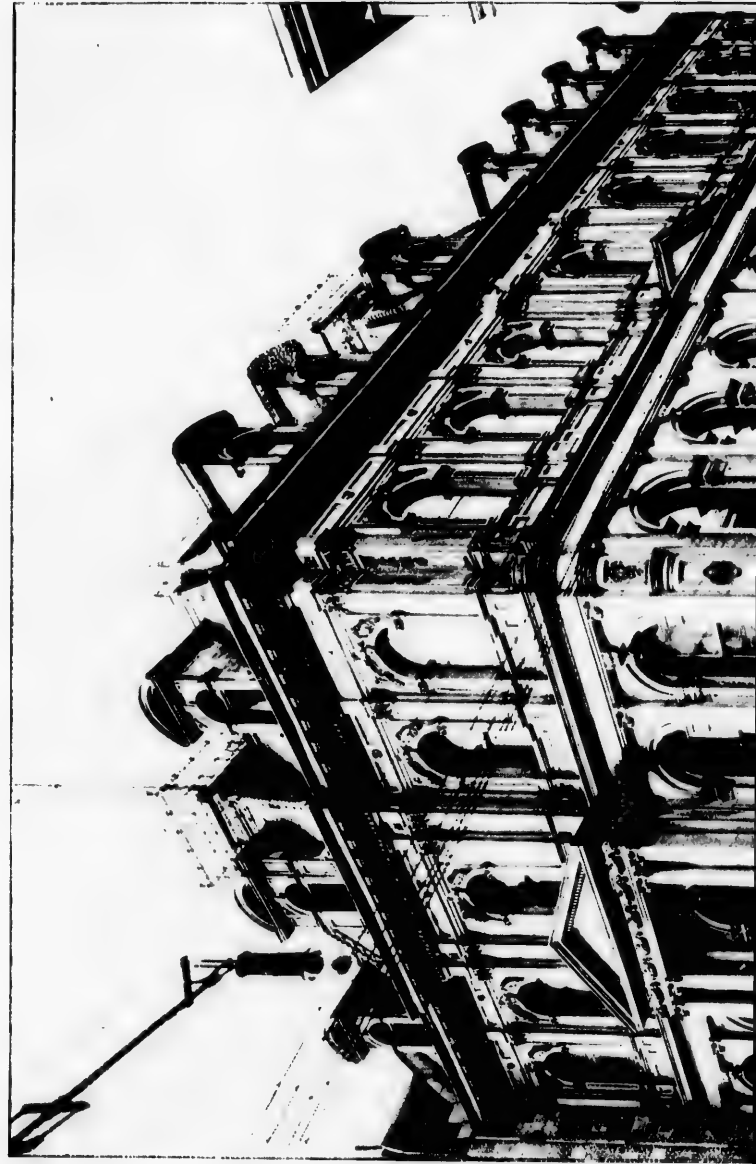
About 1832 the Rideau canal was constructed under the superintendence of  
Colonel By, of the Royal Engineers, and in the course of a short time a large  
quantity of specie would accumulate at the Kingston Branch in exchange for the  
Bank notes paid out to the contractors, which increased the circulation con-  
siderably.

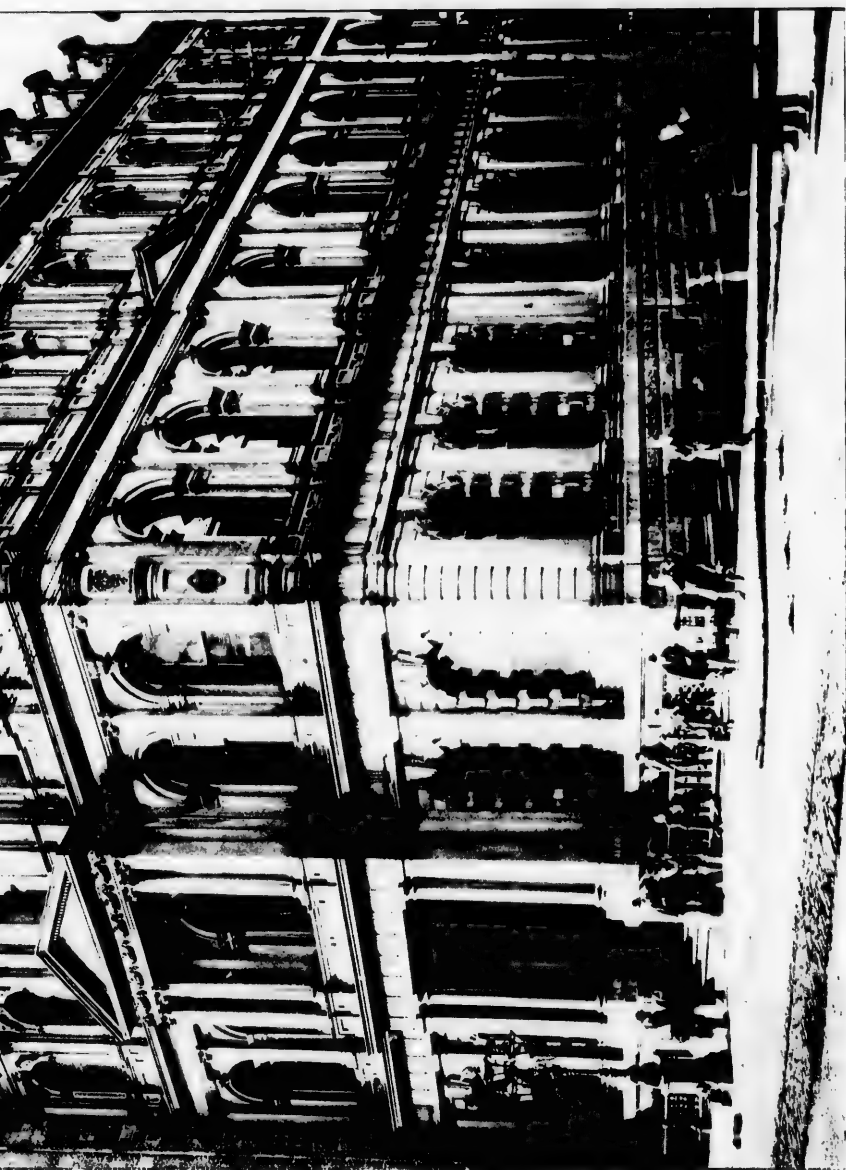
A pretty large sum of specie having been gathered together in the Kingston





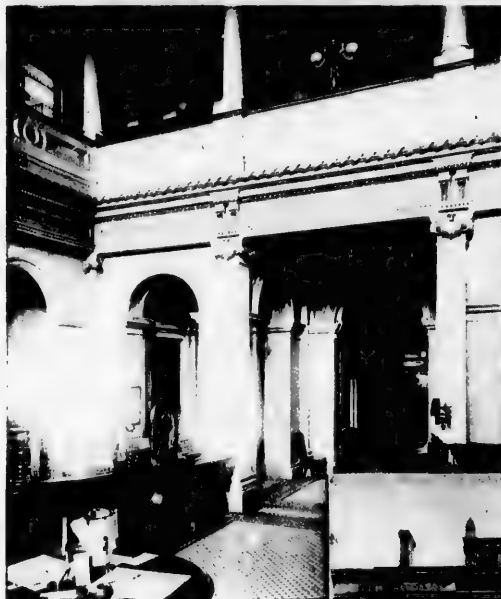
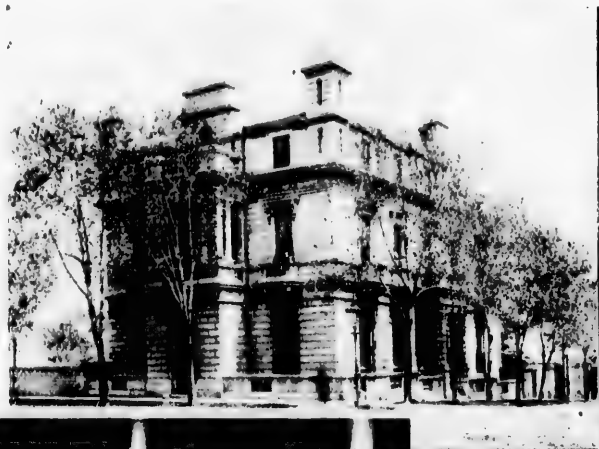
MOISSONS HANK, MONTREAL.





HEAD OFFICES OF MERCHANT NAVY.





Kingston, Ont. Branch.  
Interior Head Office.

Belleville Branch.  
Toronto Branch.

BRANCHES OF THE MERCHA  
With Views of Interior of Head

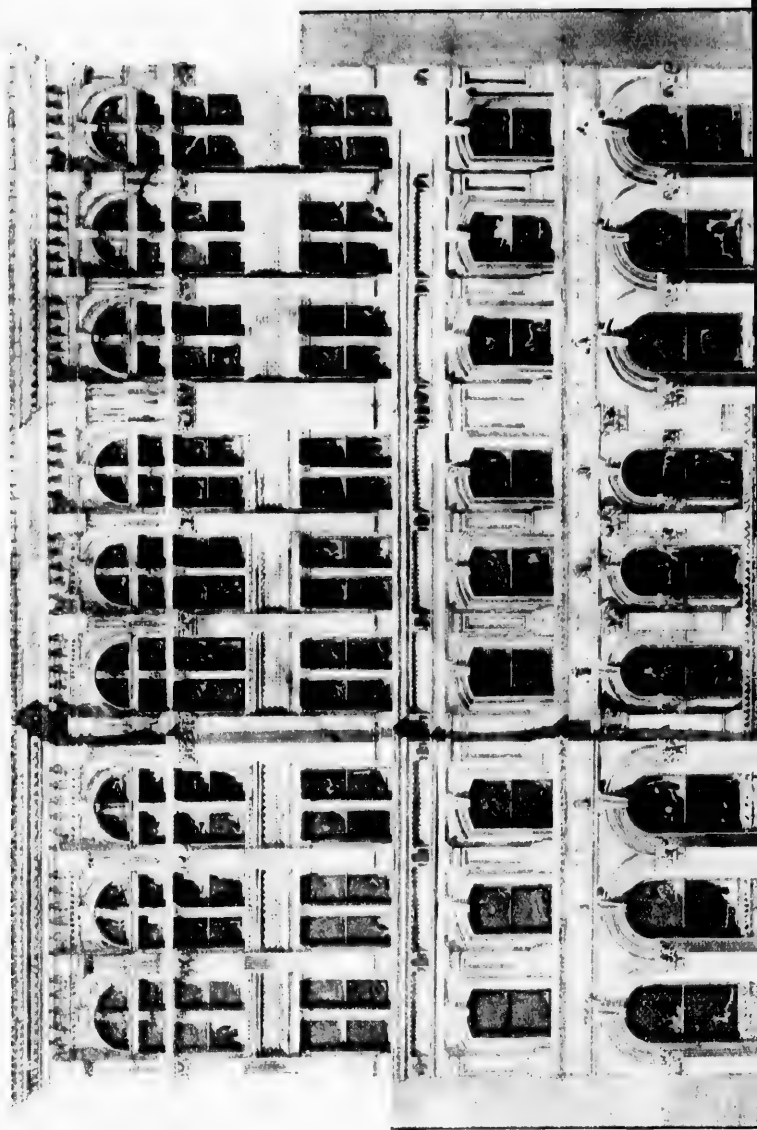


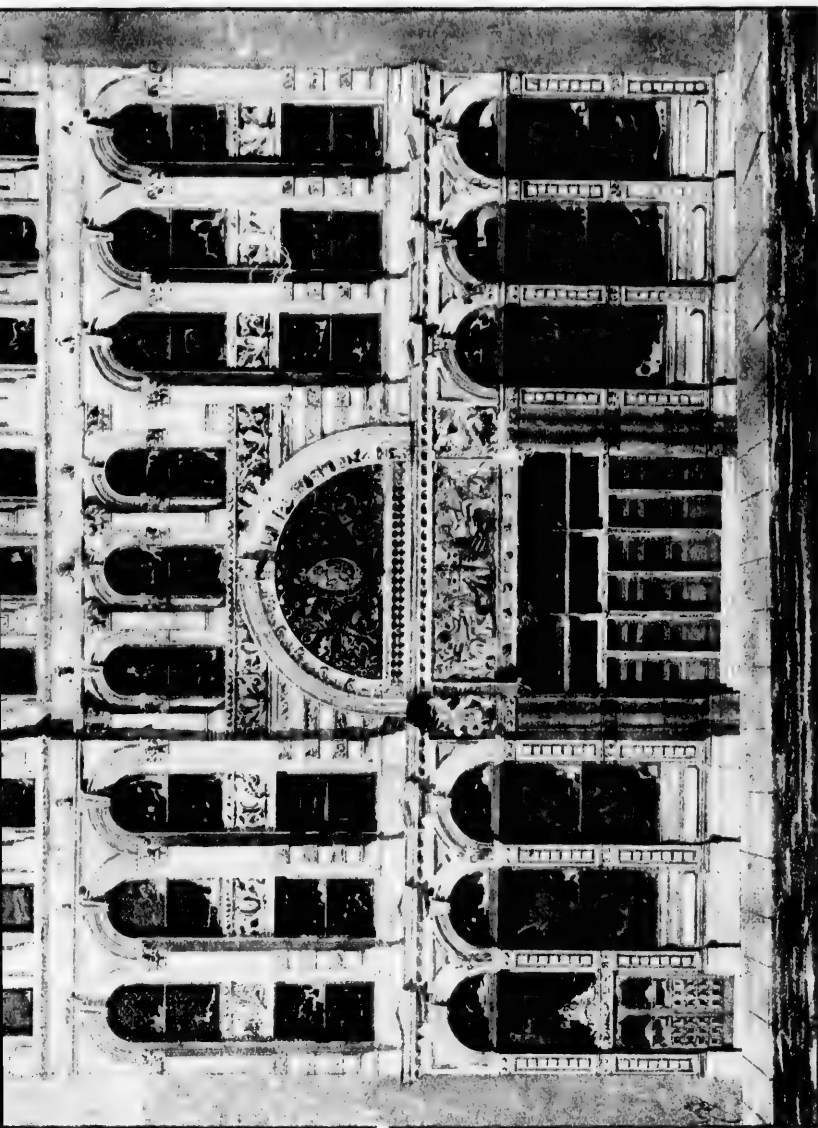
Belleville Branch.

London, Ont. Branch.  
Quebec Branch.

Interior Head Office.

ES OF THE MERCHANT'S BANK.  
With Views of Interior of Head Office.





LA BANQUE DU PEUPLE

## Banking.

Branch, I was ordered to bring it down to Montreal by stage; on one occasion in the month of February, I took down a cargo of specie in boxes and kegs in the ordinary stage, started early in the morning long before daylight, snowing at a great rate, so that in a short time the roads were hardly visible by the river. Between Brockville and Cornwall we had to ascend a very steep hill and in attempting to do so the harness, etc., broke, and we were obliged to carry the specie from the bottom of the hill to the top of it, the driver and myself alone were present. At 2 p.m. started off, snow nearly up to my hips, to look out for help and by a light at some distance I was directed to a hut and after much talking, I prevailed upon a man to come to our help, he was at the time attending a sick person and it was very doubtful whether we were to have any help, the boxes and kegs were too heavy without further help to carry up that hill.

We got all right by perseverance and the stage was at last put in order and ascended this steep place, took in all the specie which had been carried up and proceeded on our journey, that is the driver and myself, he swore at a great rate at the hard dollars for giving him so much trouble.

I think we were upwards of two days on the road, it would have been rather hazardous had the driver been a desperate fellow, however I had not the slightest fear. Near Isle Perrault we rode down again on the small lake. I think its name is Francis, and I felt very much relieved at our safe arrival in Montreal.

Another serious evil that Managers had to encounter in those days; for instance, if any information was required from the head office of the greatest importance which required despatch, five or six days were necessary to obtain an answer, when at the present moment an answer can be forward in ten minutes and relieve the Manager from serious anxiety and responsibility.

Large sums of our redeemed bank notes would accumulate in New York under the agency of Messrs. Prime, Ward & King, and at a particular time when I happened to be in New York for a little relaxation, I was despatched with sixty or seventy thousand dollars packed up well but placed into a common Tea Chest to avoid attraction, and when on the North River where there was so many stoppages it was necessary to be constantly on the watch at the Baggage Room to look after the Tea Chest, all these difficulties are now set aside by the introduction of the Express Institution.

I have passed over, I perceive, one matter which I intended to introduce, viz, After the Bank of Montreal had been established a few years another bank started up called the Canada Bank, Capital £200,000, originated with some speculative Americans. They succeeded in receiving a few instalments; the original, mostly American members, by degrees slid out, after selling at the cost of some dollars, in the end.

Mr. Gerrard was President of the Bank of Montreal at that time, and by his good management he assisted in making arrangements for the closing of the Canada Bank by giving them a fair consideration for its assets.

The only surviving director of that day is the Honourable James Leslie a most influential and useful director, and of the clerks in the Bank of Montreal I am the only one left.

I think the information given you now will be sufficient to give an idea of

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the wonderful progress in banking generally and particularly in the extraordinary success attending the Bank of Montreal.

Yours truly,

H. DUPUY."

Until 1833 the Bank of Montreal was the only banking house in the city, when the City Bank opened in St. Paul Street, and two years later La Banque du Peuple was founded with offices in St. François Xavier Street. From this time onward banking facilities increased with the growth of trade, and to-day Montreal contains the head offices of nine chartered banks of which the Bank of Montreal is the largest in North America, and branches of seven others with an aggregate capital of between forty-four and forty-five millions of dollars.

A FEW years after the Sulpicians had established themselves in Montreal, and before they had been granted any rights as *Seigneurs* therein, they turned their attention to the training and education of the second generation of the Colonists.

Education  
French.

M. Gabriel Souart, the second Superior of the Seminary, took up the work actively, he himself taught and sometimes qualified himself as *maître d'école*, and in 1664 founded the first primary school under the guidance of M. François Vachon de Belmont, afterwards fifth Superior of St. Sulpice.

The first secular school was that of a M. de la Prairie, who on the 1st May, 1683, rented a modest dwelling from the widow of Pierre Pigeon at the south-east corner of Notre Dame and St. Sulpice streets, and there taught the elements of education. In the same year he entered into a contract before Maître Basset with Mathurin Jousset dit Le Souaire to take his eight year old son, Jean, "to reveal and teach in the mysteries of our Faith in so far as he may be found capable, to pray to God night and morning, and to read and write," with the same reserve as to capacity; in addition to this the lad was to be lodged and fed and all for the sum of one hundred and thirty-five livres per annum. Not an extravagant remuneration even if the livre may be considered as equal to the dollar of to-day.

A few years later another secular school was founded, its quarters being in a small wooden house opposite the Seminary on Notre Dame Street. This work was afterwards, in 1693, at the request of the founders, taken up by the Seminary, who replaced the original school by a substantial building of stone, which stood until 1858, when it was removed for the erection of the *Cabinet de Lecture Paroissial*.

What the education was during these early days of struggle we do not know; but at a time when boys went into the King's service at the age of twelve, as was the case with d'Iberville and many of his brothers, who were all educated here, it must necessarily have been elementary indeed. But as all boys were not sailors or soldiers, an upper or more advanced school was formed, and in 1733 the study of Latin was introduced.

When the unsettled state of the country is remembered, the constant appeal to arms, the continuance of *la petite guerre*, which the adventurous Canadian for





SIR WILLIAM DAWSON.



Education  
French.

the first hundred years of our settlement considered almost as his profession, the paralyzing effects of official and social corruption during the last years of the Old Régime, and the frightful sacrifices of the heroic struggle which marked its close, it is a matter of astonishment that such work as that of education could have survived. And it not only survived, but four years had not passed under the peaceful protection of the English flag before the cause of education had made such progress that a movement was set on foot in the adjoining Parish of Longue Pointe, which resulted in the establishment of the College of St. Raphael, which, in 1773, was formally opened in the Chateau de Vaudreuil, then standing in its handsome gardens at the foot of what is now known as Jacques Cartier Square. The disastrous fire of 1803 swept away this building, and the classes were continued in the Seminary of St. Sulpice until the completion of the new building in 1806. This was outside the city walls, on a street still known as College, and from which some remains of the old halls and class-rooms may yet be seen.

In 1861, on the occasion of the Trent affair, the college was occupied by the English troops in default of other accommodation, and again in 1866 it was nearly destroyed by fire; to-day it has almost disappeared, but the work begun by the Gentlemen of St. Sulpice in 1664 still is carried on by their successors in the imposing building of the *Collège de Montréal*, the outgrowth of the movement started in the humble *Presbytère* of Longue Pointe more than a century ago.

English.

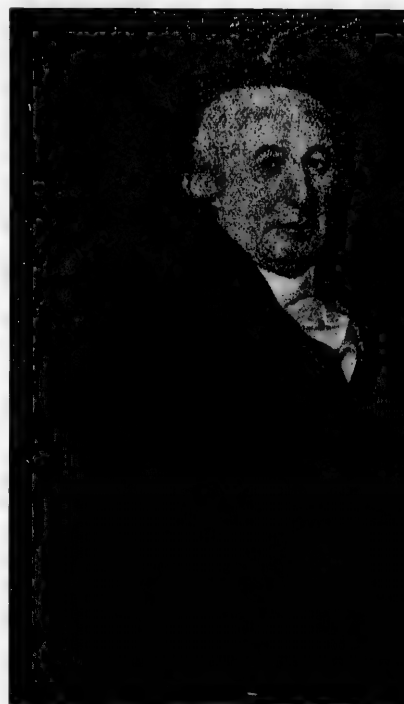
Like Frobisher, McTavish and Mackenzie, the name of McGill naturally recall the palmy days of the great fur trading companies. The days when the members of the Beaver Club stretched their legs under the mahogany at Beaver Hall, and added the exhilaration of good-fellowship, good songs, and good stories to the good cheer which never failed on such occasions.

We have seen the name among those who held the sixteen shares of the North West Company in 1783; almost every other name beside it has passed away and is forgotten save by the student of our local history, but that of McGill will be ever held in honourable remembrance so long as we retain any admiration for the men who saw beyond their immediate present and provided for the wants of those to follow after.

James McGill, born in Glasgow, in 1744, came to Canada about the time of the Conquest, travelled westward, saw the the Indian country and recognized the possibilities of the fur trade. Ten years later, in 1776, he married

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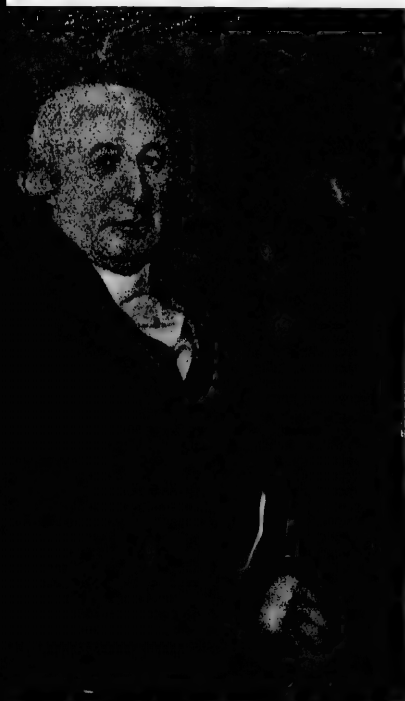
HON. JAMES MCGILL.

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Charlotte Guillemin, whose father held high position under French Rule. He <sup>English</sup> was a member of both the Legislative and Executive Councils and represented his adopted city in Parliament. His services were unceasing and varied and discharged with a modesty which added to their value. He died in 1813, ere he had fully completed his allotted three-score years and ten, and by his will laid the foundations of what is now the University of McGill College.

It was not until sixteen years after his death that his wishes were carried out; on the 29th of June, 1829, in "Burnside House," (the position of which may be seen on the map of 1830,) then a country residence overlooking the city, which stood at the river edge nearly a mile away, the University was formally opened.



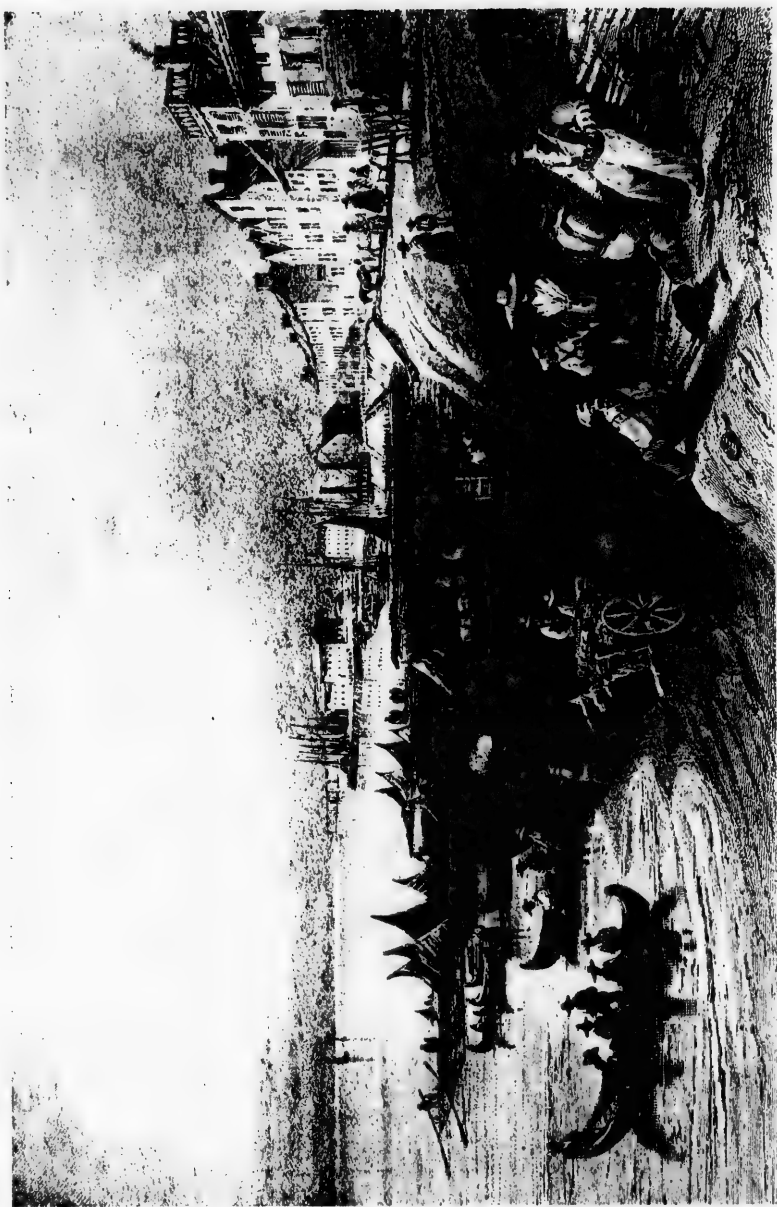
HON. JAMES MCGILL.

There was already the "Medical Institute" which was rendered possible by the opening of the Montreal General Hospital in 1822. Dr. John Stephenson, the principal mover of the venture was born in Montreal in 1797, was educated at the *Collège de Montréal* and at Edinburgh, and with all the enthusiasm of his five and twenty years threw himself heart and soul into the experiment. His colleagues were Doctors A. F. Holmes, William Robertson, and William Caldwell, all on the medical staff of the new hospital. As soon as the University was opened the Medical Institute came forward in its support, and was incorporated with it as the Faculty of Medicine, this with the Faculty of Arts was the limit of its work for many years.

Then followed a long struggle against all the difficulties of such an institution in a new country whose chief aim was material success, but under the amended charter of 1852 a new era opened before it and the appointment in 1855 of the Principal who has just yielded up the trust so long held by him, assured its success.

What that success has been Sir William Dawson told us in his address in 1882.

Within these thirty years its revenues have grown from a few hundred dollars to about \$40,000 per annum, without reckoning the fees in professional Faculties and the income of the more recent benefactions. Its staff has increased from the original eight instructing officers to thirty-nine. The number of students has increased to 415 actually attending college classes, or reckoning those of the Normal School and of affiliated Colleges in Arts, to nearly 600. Its Faculties of Law and Applied Science have been added to those of Arts and Medicine. It has two affiliated Colleges in Arts and four in Theology, and has under its management the Provincial Protestant Normal



MONTREAL IN 1822.  
The River Front.

MONTREAL IN 1822.  
The River Front.



MONTREAL IN 1829.  
From the Mountain.

English.

"School. Its buildings, like itself, have been growing by a process of accretion, "and the latest, that in which we are now assembled, (the Peter Redpath Museum) "is far in advance of all the others, and a presage of the college buildings of "the future. We have five chairs endowed by private benefactors, fourteen "endowed scholarships and exhibitions, besides others of a temporary nature, "and eight endowed gold medals. More than this we have sent out about "1,200 graduates, of whom more than a thousand are occupying positions of "usefulness and honour in this country. Two years ago I issued cards of "invitation to 850 graduates whose addresses were known to me, and received "more than 600 replies.

"Our library began in 1855 with the purchase of a small collection of "historical and literary works, which the Governors poor though the college "was, ventured to make as a nucleus, and which occupied a few plain shelves "in a small room of the old Burnside Hall. When at a later period Mr. "William Molson presented us with our present library and its handsome "book-cases we were asked what was the use of a quantity of empty shelves. "The answer was that they were gaping for books, and they have long since "had to be extended and enlarged; nay, an additional room has recently been "added for our law books and public records and for the library presented to "us in the present year by one of the Governors, the Honorable Judge Mackay. "Our philosophical apparatus consisted in 1855 of a few instruments of antique "pattern bequeathed to the University by the late Dr. Skakel, a man who both "as the head of the Royal Grammar School, the predecessor of the present High "School, and as a cultivator of science, deserves to be held in grateful remem- "brance. These have been used and cared for and added to, until they have "grown to the fine collection now in the care of Dr. Johnson, which is probably "the best of the kind in this country. Our little observatory tower, built in "faith when we had no telescope, was to become the home of the Blackman "telescope and its accompanying apparatus for astronomical observations. "Not very long ago we had no chemical laboratory. We have now two "laboratories capable of accommodating sixty-five students in practical work, "and they have grown up under the care of Dr. Harrington and Dr. Girdwood "almost imperceptibly and with little cost to the University. The observatory, "originally built to aid the late Dr. Smallwood in his work, has grown under "Professor McLeod into an important Dominion institute, both for weather "observations and for time, and was able to take an important part in the "recent observations of the transit of Venus."

Important as these changes are, those of the past ten years have been proportionately greater. The Faculty of Science has been endowed and equipped in a manner surpassing the hopes of its most enthusiastic supporters; higher education for women has been provided for, the Faculty of Medicine strengthened, the Library steadily increased and provided with a handsome and safe building, and best of all, a general and spreading interest awakened from which much strength and support may be derived in the future.

Sir William Dawson, who was born at Pictou, Nova Scotia, in 1820, and educated there and in Edinburgh, was a man of established reputation before he

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assumed what proved to be his life's work in Montreal. To this he brought, in <sup>English</sup> addition to his great scientific and literary attainments, all the force of a strong and masterful nature tempered by strong sympathy with his fellow-workers and a wonderful skill of leadership. Throughout his work he has had the rare good fortune to be surrounded and supported by the unfailing effort and sympathy of men not less devoted than himself to the interests of education and the success of McGill.

During the forty years of his leadership there were constant difficulties, many delays and disappointments and some failures, in regard to which Sir William once said :—

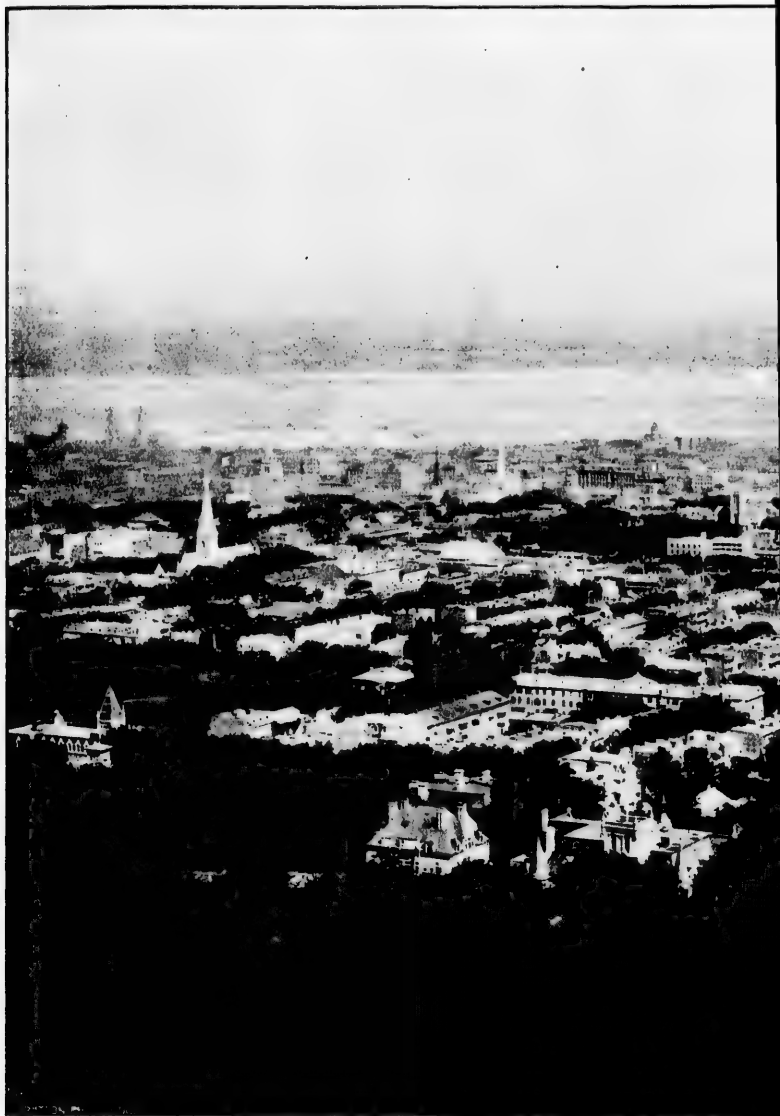
"Some men may regard these efforts as failures, which should not be referred to here. For my own part I am not ashamed of them. Directly or indirectly they have done good; there is not one of them which is not important to the material progress of this country; and there is not one of them which by us, or others, will not be at length successfully carried out. I do not yet despair of any of them; and am prepared, should I remain in this University, to watch for the opportunity to revive them when favourable circumstances shall occur."

But each difficulty was, in time, overcome, disappointment vanished in realization and failure eventually gave way to success.

To-day Sir William Dawson delivers up his charge with an honourable account of his stewardship and, we trust, with many years of life before him, may in his well-earned leisure complete those private studies which he has been so long forced to lay aside in his devotion to the official duties of his position.

These slight sketches may serve to draw attention to the remarkable individuality of some few of the men who in their day and in their widely differing spheres of action have contributed their share towards the making of Montreal. If we at times feel inclined to repeat the proud assertion that we are citizens of "no mean city" we should all the more realize how great is the debt we owe to the men and women who have gone before us, and especially, we should never underestimate the romantic devotion of those who laid the foundations of this city in the wilderness and those who struggled after. Our material progress, great as it undoubtedly is, has been frequently surpassed by many of the newer cities of this continent. But few cities possess such a past as we can point to, a past we should all recall with a just pride and admiration, and which in the results of to-day should serve to direct our endeavour to something higher than mere material success. The dream of a City of God, for which our founders prayed, can never be realized in the sense in which they longed, but we have it in our power to form it into a city of those fair and high ideals which are within the reach of men and women who will labour with some measure of the zeal and devotion which characterized the early days of "Ville-Marie in the Island of Montreal."

WILLIAM McLENNAN.



MONTREAL IN  
Bird's Eye View from the

*RD OF TRADE SOUVENIR NUMBER.*



MONTREAL IN 1893.  
Bird's Eye View from the Mountain.



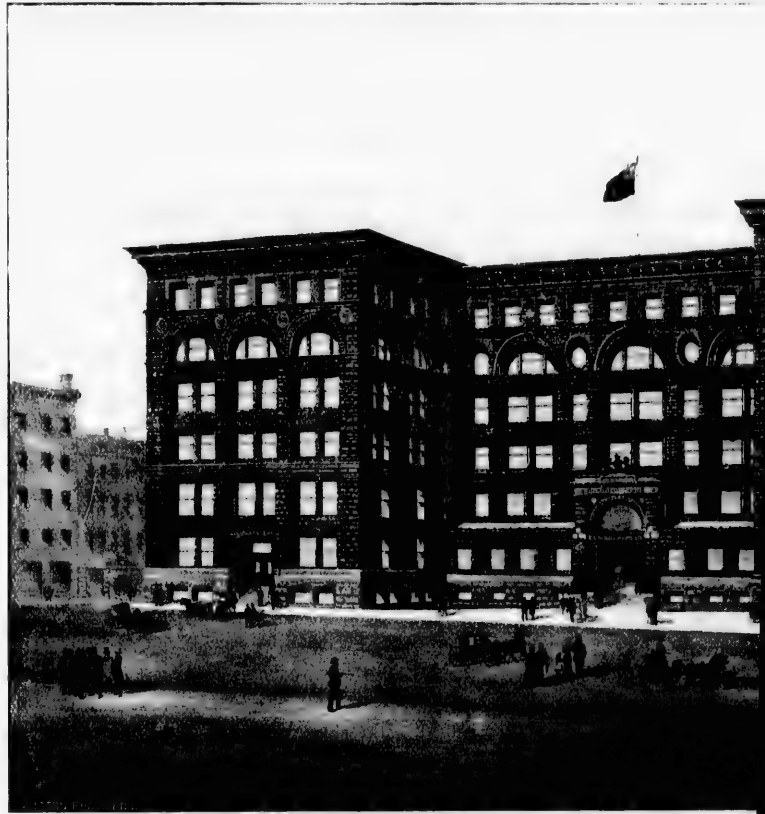
## BOARD OF TRADE NEW

**I**N the last annual report issued by the Montreal Board of Trade, the following appears in connection with the new building:—

"If the Honorable Austin Cuvillier, chairman of the committee which procured the charter of the Board of Trade in 1842, were now alive in the flesh he would no doubt be pleased to know that the first building erected by the Board is upon the site he selected so long ago for his own prosperous business and it may be remarked that, by a singular coincidence, the firm of S. Greenshields, Son & Co., represented by the president of the Board in 1892 carried on its successful business for twenty-five years in the St. Peter street half of the same block until it removed to Victoria Square. The Cuvillier business dates far back in the century. Mr. Cuvillier, besides being an able merchant, was member of the legislature for Huntingdon as early as 1815, and in 1842 he was Speaker of the Assembly. His office was at the St. Nicholas street corner. Messrs. Greenshields' business was founded in 1834, and moved into the St. Peter street corner after the great fire in St. Paul street in 1852. Upon a site occupied by its first and its latest officer the Board should feel at home."

Some months have elapsed since the above was penned for the semi-centennial report of the Board of Trade, and no one will question the truth of what is stated, but should the honorable gentleman above referred to be enabled to get a view of the building now, he would be more surprised and pleased. The progress made towards completion during the

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BOARD OF TRADE NEW BUILDING

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# TRADE NEW BUILDING.

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past few months has been very rapid and reflects the greatest credit on the contractors, Forde & Casey, who have throughout conducted their work in a most business-like manner and with expedition that could hardly have been expected. In the brief description that can only be given in a work of this kind it is necessary to go back a couple of years when



TRADE NEW BUILDING

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The expert, Professor R. M. Hunt, of New York, arrived on 9th February, and when, on 16th February, his report was received, it was found that he had graded first on his list the plan whose interior arrangements had met with most general approval from the Committee and other members of the Council, and therefore the selection of that plan

the first Building Committee really took the matter in hand and made the necessary arrangements for the erection of a new building to meet the ever increasing wants of the members of the Board of Trade.

At the first meeting of Council in 1891 the following were appointed a Building Committee for the official year, and these men took up the work of their predecessors, whose last action had been the issuance of the conditions of competition:—Messrs. R. Archer (chairman), H. Montagu Allan, Jas. A. Cantlie, Chas. P. Hebert, W. C. Munderloh, and Jas. Slessor.

In response to the invitation extended in the conditions of competition sixteen plans were sent in from various architects in Canada and the United States, and these were hung in the parlours of the Ontario Bank, kindly placed at the disposal of the Committee for that purpose by the manager, Mr. R. N. King.



1. Hon. George A. Drummond, Pres.
2. Jacques Grenier, 1st Vice-Pres.
3. Alexander Murray, 2nd Vice-Pres.

4. Geo. Hadrill, Sec.
5. Robert Archer, Treas.
6. T. R. Wilson.

7. Geo. W. Ste...
8. H. A. Budde...
9. A. A. Ayer.

COUNCIL MONTREAL BOA

BOARD OF TRADE SOUVENIR NUMBER



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|---------------------|----------------------|---------------------|-----------------------|-------------------|
| 1. J. H. Hill, Sec. | 7. Geo. W. Stephens. | 10. Chas. H. Gould. | 13. Chas. P. Hébert.  | 16. James S'essor |
| 2. J. H. Hill, Sec. | 8. H. A. Budden.     | 11. R. C. Jamieson. | 14. Jas. P. Cleghorn. | 17. Edgar Judge.  |
| 3. J. H. Hill, Sec. | 9. A. A. Ayer.       | 12. John Torrance.  | 15. W. C. Munderloh.  |                   |

COUNCIL MONTREAL BOARD OF TRADE. 1888.





was unanimously decided upon. Thereafter the sealed envelopes containing the names and devices of the several competitors were opened, and the authors of the selected plan found to be Messrs. Shepley, Rutan & Coolidge, architects, Boston.

Some changes in the front elevation of the selected plan were made by the architects at the instance of the Committee, and considerable time was necessarily occupied in arranging details of the interior. Much to the Council's regret, the accommodation provided in the plan for the Stock Exchange had to be omitted, as that association wrote that the proposal made by the Council with regard to it occupying a portion of the building could not be entertained.

The specifications and drawings were received from the architects on 23rd June and formally approved by the Committee on 24th, tenders for the erection of the building in accordance therewith being advertised for on 26th June, with the intimation that they would be received up to 20th July inclusive. On 21st July the three tenders received were opened by the Committee, they being from Messrs. Norcross Bros., of Worcester, Mass.; Messrs. Forde & Casey, and Messrs. Simpson & Peel, of Montreal. The letting of the contract was, however, postponed, as the amount then subscribed to the second mortgage bonds was insufficient to warrant the Committee in taking so decisive a step, and subsequently the three firms tendering were notified that their tenders were declined. On 3rd November the Committee, having revised the specifications in some particulars, offered the contract to Messrs. Forde & Casey, contractors, of this city, which offer they after consideration accepted, the price of the building complete being \$355,125. The contractors lost no time in beginning operations, the work of demolishing the old buildings being commenced on 16th November, but owing to certain unforeseen legal difficulties the contract was not signed until 22nd December.

A well executed lithographic prospective view of the building was, in July, sent to each member of the Board, and plans of the several floors were exhibited on 'Change for several months. The raising of the necessary funds for the erection of the building was, however, the great difficulty the Council had to contend with, and after a great deal of labour and anxiety the scheme finally approved was to issue Second Mortgage Bonds to the amount of \$250,000, bearing interest at the rate of five per cent., and to raise the balance of the \$550,000 required by a First Mortgage for \$300,000, bearing four and one-half per cent. interest. Members of the Board of Trade and other citizens were called upon to subscribe, and although there was necessarily some delay the bonds were floated, and to-day the building is "un fait accompli."

The illustrations will give a better idea of the building than any long description. The style adopted is a modification of that known as renaissance, of which so many examples exist among the Florentine palaces. The material of the basement is red granite from the Thousand Islands, and all the steps and thresholds are of the same enduring material. The superstructure is of red sandstone from the Moat quarries in Cumberland, England. The general plan of the building is rectangular and its dimensions are 233 feet by 110 feet. The principal, or long façade, faces on St. Sacrament street, with an open court in the centre 104 feet by 54 feet. On St. Nicholas street and on the lane in the rear are projections for the restaurant and Exchange Hall respectively.

There are three entrances on St. Sacrament street; the principal one for the use of members is placed in the centre of the court and opens directly into a corridor 233 feet long by 12 feet wide, running the entire length of the building and affording entrances from the side streets; the corridors from the two other entrances on St. Sacrament street

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connect with this main corridor, and at the intersections are placed the elevators and staircases.

The Exchange Hall is entered from the principal corridor; it is 50 feet by 80 feet, and 23 feet 4 inches high, taking up two stories in height. The light for this room is obtained through eight large windows in the rear wall and by six windows in the visitors' gallery (which is placed over the main corridor and is the whole length of the hall) and by windows over the two entrances from the lane in rear. The ceiling of the hall and all the floors above are carried on four rivetted steel girders at each floor level, each capable of bearing a load of 75 tons.

To the left of the hall, and raised above it by a few steps, is the reading room, 33 by 38 feet. The opening between this room and the hall is 18 feet in width; thus members using this room may overlook anything that may be going on "on change."

On the opposite side, in the St. Peter street wing, is the secretary's office 22 by 30 feet, provided with a spacious vault and divided from the main corridor by a passage leading to the committee room and council room 15 by 30 and 22 by 38 feet in size, respectively.

The building is thus generously equipped for the main object of its erection and the remainder of the space is apportioned into 106 offices, various in size, to be rented singly or *en suite*. Nothing has been omitted to render these comfortable and convenient. Every office has a vault and wash-basin with hot and cold water. On all of the five upper floors are *chutes* communicating with the general post office box on the ground floor. On the basement floor are three large stores well adapted for storage purposes of all kinds.

The restaurant is on the basement and ground floors—extending through the two floors. Its size is 58 by 37 feet and the café and smoking room is 33 by 30 feet. Close to these is a barber's shop provided with bath rooms. The engine room, heating apparatus, cellars, kitchen and laundry are also in the basement.

As a precaution against fire the building is separated into three portions by fire walls running through the roof, all openings being provided with fireproof doors. It is heated by steam and lighted by electricity. Everything is provided to make the building complete within itself, and those who have offices within the precincts of the new Board of Trade Building can conduct their business without leaving it even though they may wish to communicate with all the outside world that they may have connection with. Telephone communication is provided for every office and in the Exchange Hall the two great Telegraph Companies of Canada have offices with special wires to most of the commercial centres of the Dominion and the United States as well as cable communication with European centres.

The benefits accruing from the accommodation afforded by the New Building have already been so far appreciated that several corporated bodies and societies have taken suites of rooms which they find more beneficial to their members than any they have previously occupied in other parts of the city. Notably among these may be mentioned the Commercial Travellers' Association who occupy splendid rooms on the third floor, with smoking room and every other convenience and luxury attached; the Fish and Game Club have also rooms in the building connecting direct with the dining rooms; and the Canadian Fire Underwriters' Association who have a commodious and elegantly fitted room for their Board and General Meetings.

On the floor above the Exchange Room, the place

"Where Merchants most do congregate,"











is the Visitors' gallery affording seating accommodation for those who wish to have a peep at our great city merchants when they assemble daily to transact their business. This is already visited daily by many people who although not actively engaged in trade have still an interest in Montreal's commercial welfare and prosperity.

It should be mentioned, while speaking of the internal arrangements of the Building that light, heat and all necessary appurtenances for first class office accommodation are provided by the Board, and these are included in the rentals which are little more than those paid for offices in the old surrounding buildings. It is a pleasing feature to note, and must be gratifying to the Council as well as the Building Committee, that, although the Building is not yet quite finished (July, 1893), most of the offices have already been let. Large suites have been taken by the Grand Trunk Railway and the Canadian Pacific Railway and others are already preparing to remove into the Building.

The Montreal Board of Trade's new building is an edifice that the city may well feel proud of. It is a building that will compare very favourably with those possessed by cities much larger than the Canadian commercial metropolis and for completeness of arrangement cannot be excelled by any. The officers are men of experience and ability, and to members of the Board and strangers alike are ready at all times to afford any information and assistance required.

If there is one matter that deserves special mention in connection with the internal arrangements of the building for comfort, it is the heating and plumbing fixtures done by Messrs. Garth & Company of Montreal, which are equal to anything yet seen on this continent.

The following is a list of the sub-contractors who carried out the work in their different departments for the general contractors, Messrs. Ford & Casey :—

Stone-work—Mr. J. H. Hutchison, Montreal.

Brick-work—Mr. Amos Cowen, Montreal.

Iron-work—Messrs. H. R. Ives & Co., and Messrs. Lomer & Rose, Montreal.

Plastering—Mr. W. J. Cook, Montreal.

Heating and Plumbing—Messrs. Garth & Company, Montreal.

Painting and Glazing—Messrs. Castle & Son, Montreal.

Electric Light Wiring—Edison General Electric Co., Montreal

Roofing—G. W. Reed & Co., Montreal.

Carving—Messrs. John Evans & Co., Boston.

In addition to the above, the following fixtures, etc., were supplied by the parties named :

Electric Light Fixtures—Messrs. Robert Mitchell & Co., Montreal.

Fire-escapes—Mr. E. Chanteloup, Montreal.

Paving—Mr. R. O. Forsyth, Montreal.

Bar Fixtures, Telegraph Desks, Tables, etc., Messrs. Tees & Co., Montreal.

Council Room Furniture—Messrs. Thompson & Co., Montreal.

Clocks for Exchange Hall—Messrs. Henry Birks & Co., Montreal.

The following is an extract from the Montreal *Star* of May 19th, 1892, giving an account of the ceremony of laying the corner stone of the new building. It is a noteworthy fact that, on the 18th of May, two hundred and fifty years before, Maisonneuve with his own hand felled the first tree cut down by white men upon the Island of Montreal, and thus commenced the palisade to protect his encampment.

"Commercial Montreal was centred at noon to-day around the site of the new Board

of Trade building which the ceremony notwithstanding but by the city ceremony for houses looking a large number Board of Trade Smith, M.P. to lay the corner Mayor McSherry to the new building E. B. Green H. Birss, C. Caverhill, G. DeLisle, F. Gault, R. Jacques Green Henshaw, C. R. S. King Alexander M. John B. McHenry B. P. Rees, R. R. Francis H. S. St. Ong Wilson, Richardson corner-stone inscription :

The project of Greenshield of Trade and Board of Trade incorporation next year, way we can 1822 in a way it was for years that of railroads Lawrence R. the commerce Canada. I position she

of Trade building. The occasion was a memorable one in the history of the Montreal Board of Trade, for it was the laying of the foundation stone of the magnificent new building which the Board of Trade is erecting. Therefore great interest was taken in the ceremony not only by the members of the Board of Trade and the commercial community, but by the citizens generally. There was a large concourse of spectators to witness the ceremony for not only were the streets packed, but the windows of various business houses looking upon the new building were crowded with sightseers, and prominent were a large number of ladies. The president, Mr. E. B. Greenshields, and the officers of the Board of Trade had assembled in the Board Room to welcome the guests. Sir Donald A. Smith, M.P., came down from Ottawa, in response to the invitation of the Board of Trade to lay the corner stone. Mr. J. J. Curran, Q.C., M.P., the Hon. Senator Murphy, and Mayor McShane, representing the city, were also present. At 11.30 the party proceeded to the new building, where a platform had been erected. Among those present were : Mr. E. B. Greenshields, president ; Messrs. Robert Archer, H. F. Bellew, R. Bickerdike, J. H. Birss, Charles R. Black, John J. Browne, Henry Bulmer, James Cantlie, John L. Caverhill, George Childs, C. H. Chisholm, J. P. Cleghorn, James Coristine, M. Nolan DeLisle, Frank Duckett, R. M. Esdaile, C. P. Esdaile, S. H. Ewing, John Fairbairn, A. F. Gault, R. L. Gault, J. A. Gordon, Charles H. Gould, G. M. Gould, E. K. Greene, Jacques Grenier, M. Hannan, James Harper, R. Harvie, Charles P. Hébert, F. W. Henshaw, George Hodge, J. E. Hunsicker, Edgar Judge, John Kerry, G. M. Kinghorn, R. S. Kinghorn, J. M. Kirk, William Little, Henry Lyman, C. Mariotti, Henry Mason, Alexander Mitchell, L. E. Morin, W. C. Munderloh, A. G. McBean, Owen McGarvey, John B. McLea, D. A. McPherson, Archibald Nicoll, William Nivin, W. W. Ogilvie, Henry B. Picken, John Pinder, John Popham, Alphonse Racine, H. W. Raphael, D. J. Rees, R. Reford, James E. Rendell, Alexander Robertson, J. C. Rose, J. T. Scanlan, Francis H. Simms, James Slessor, G. F. C. Smith, W. B. Smith, William Stewart, S. St. Onge, John Taylor, J. A. Vaillancourt, E. J. Wade, George Wait, Alderman Wilson, Richard White, W. R. Wonham, and many others. The big red granite corner-stone was on the side facing St. Sacramento Street. Cut in the stone was the inscription :

"ANNO DOMINI MDCCCXCII."

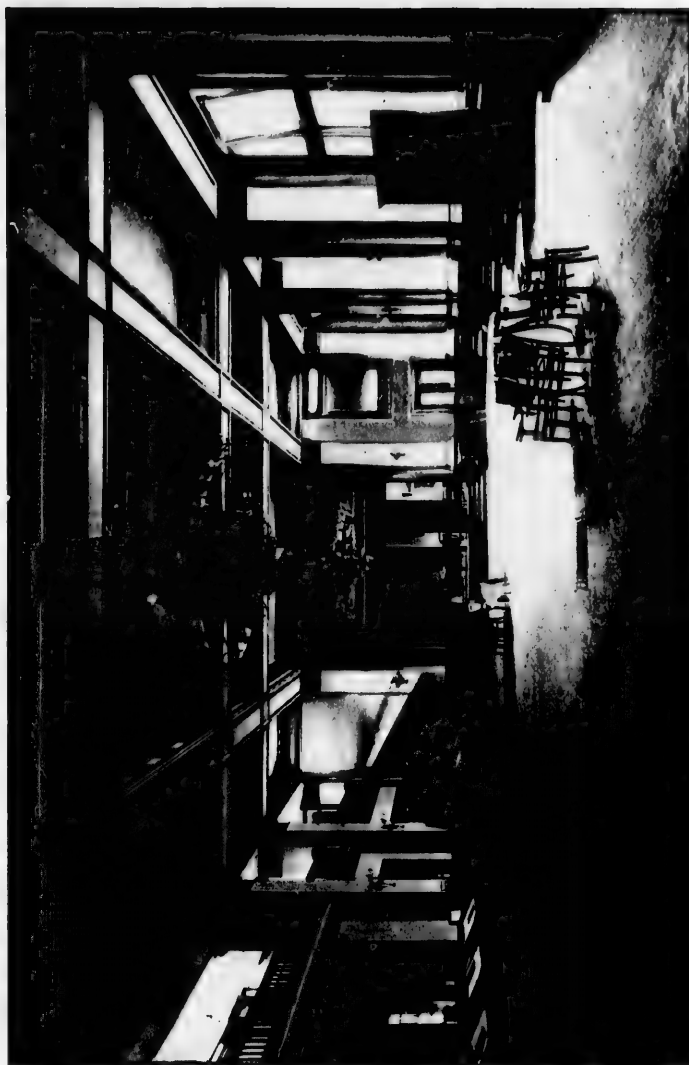
The proceedings were opened by the President of the Board of Trade, Mr. E. B. GREENSHIELDS, who addressed the meeting as follows :—"Members of the Montreal Board of Trade and Gentlemen : It is only right and proper that the corner-stone of the Montreal Board of Trade Building should be laid this year, this being the fiftieth anniversary of the incorporation of the Board. The proper recognition of this important event is deferred till next year, when we will be in our new building, and when by a banquet or in some other way we can celebrate the opening of the building. The Board of Trade had its origin in 1822 in a small body of gentlemen who called themselves the Committee of Trade. Well it was for this city that such a committee was established at that early date. During the years that have passed since then, years that have witnessed many changes, the building of railroads and bridges, telegraphy, the building of canals, and the deepening of the St. Lawrence River, the Board of Trade always did its best to help the merchants and forward the commercial interests of the city, thus making Montreal the commercial metropolis of Canada. I hope that Montreal's merchants will always try to keep this city in the proud position she now occupies, but to do this the hearty co-operation of the city's merchants is



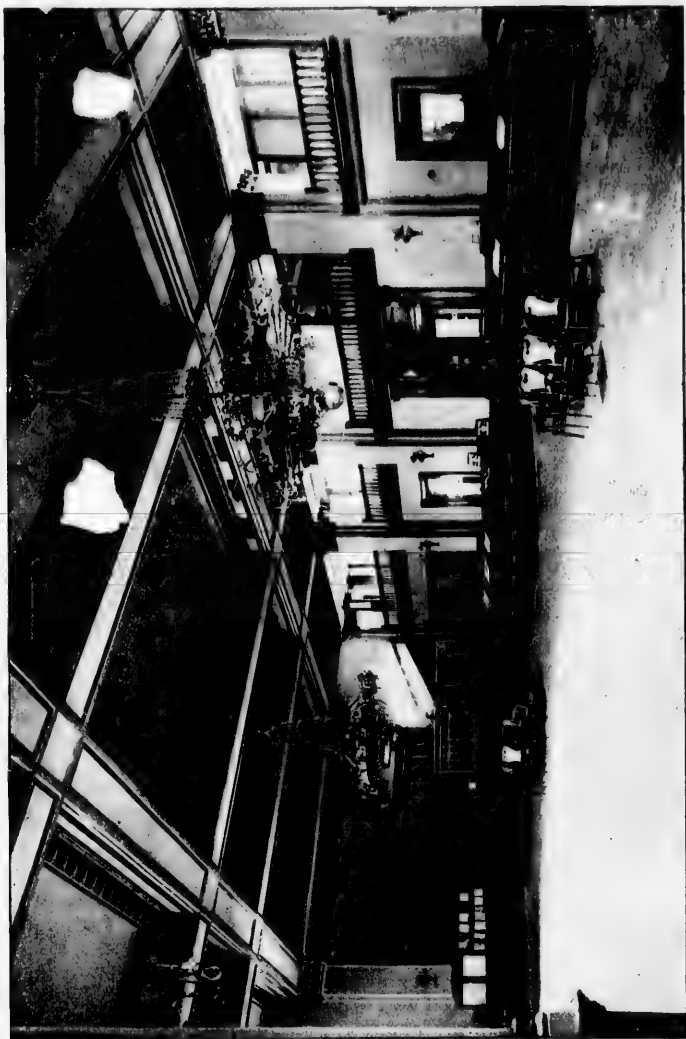
COUNCIL MONTREAL BOARD OF TRADE







EXCHANGE HALL, BOARD OF TRADE BUILDING  
Looking East.

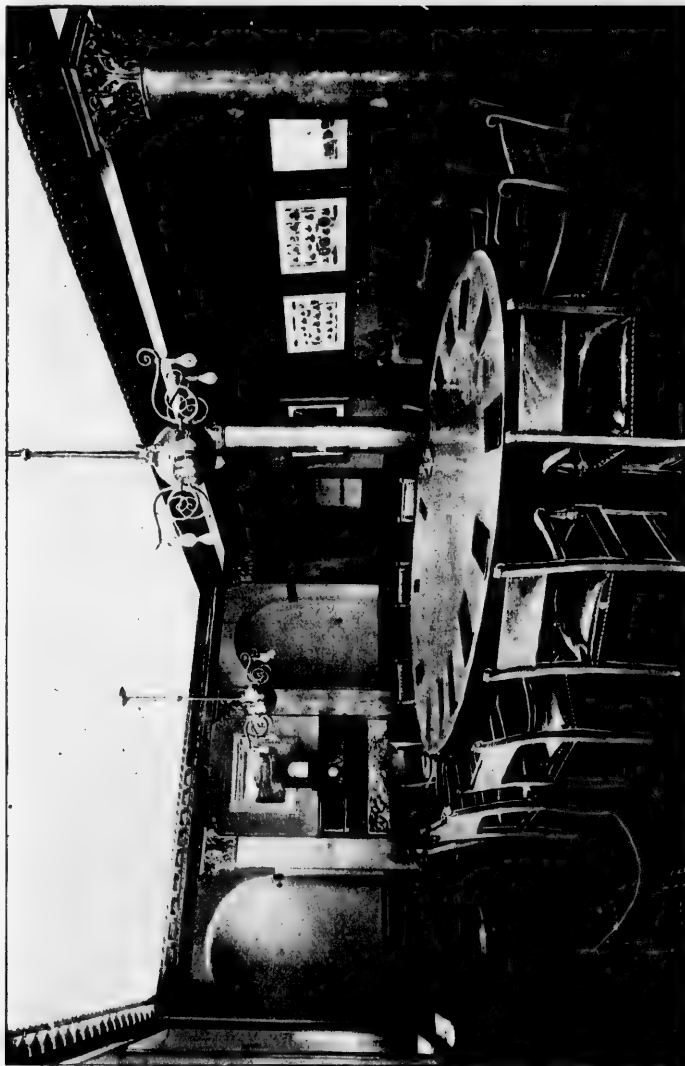


EXCHANGE HALL, BOARD OF TRADE BUILDING.  
Looking West.



EXCHANGE HALL, BOARD OF TRADE BUILDING.  
Showing Entrance.

EXCHANGE HALL, BOARD OF TRADE BUILDING.  
Showing Entrance.



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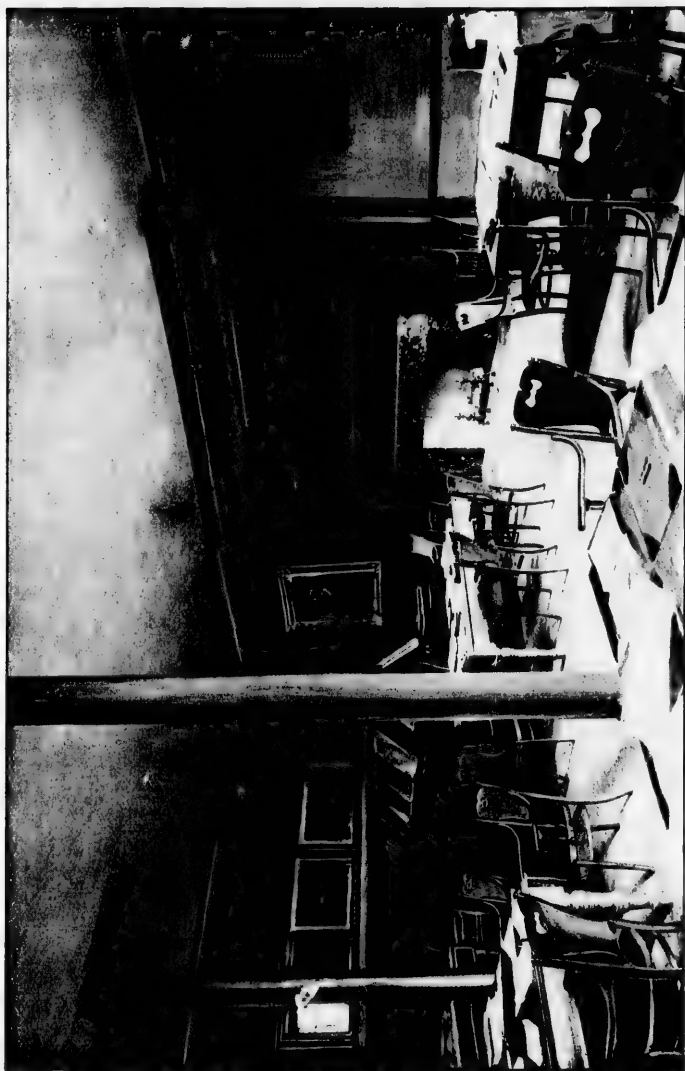
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necessary. The membership of the Board of Trade is at present 1,300, but it should be 5,000, and there is nothing to prevent there being 10,000 members of the Board of Trade. It would soon reach this figure if all were united in the single desire for the welfare of the city of Montreal. When we look over the names of former presidents we see how generously the busiest men gave their time for the interests of the city. I say all honour to these men and the members of the councils who have done their duty so well. There is one name, however, that is not on the list, the name of one who has always been willing to do everything possible for Montreal, I refer to the gentleman who has come to lay the corner-stone for us, Sir Donald A. Smith. I hope, gentlemen, to see Sir Donald A. Smith, President of the Montreal Board of Trade soon, and I know that every member will rejoice on the day he accepts that position. To carry to a successful conclusion the project of a new building, to look for ground, go over plans and raise means for its construction, a man must have a great deal of leisure. Every capacity must be devoted to it, it must be made that man's sole object, and practically for the time being he must live for it. That was the case with your late President, Mr. Robert Archer. As a member of the Council and an officer of the Board of Trade for twelve years, he has lived to see this day. It is largely owing to his exertions that we are to-day laying this corner-stone. And in laying this stone our prayer is that the future members of the Montreal Board of Trade who occupy this building will be able, energetic and honourable business men, who will hand down from father to son the fair name of the city of Montreal, spotless and pure. Gentlemen, I have great pleasure in asking Sir Donald A. Smith to lay the corner-stone of the Montreal Board of Trade."

Mr. Greenshields' remarks were greeted with loud applause.

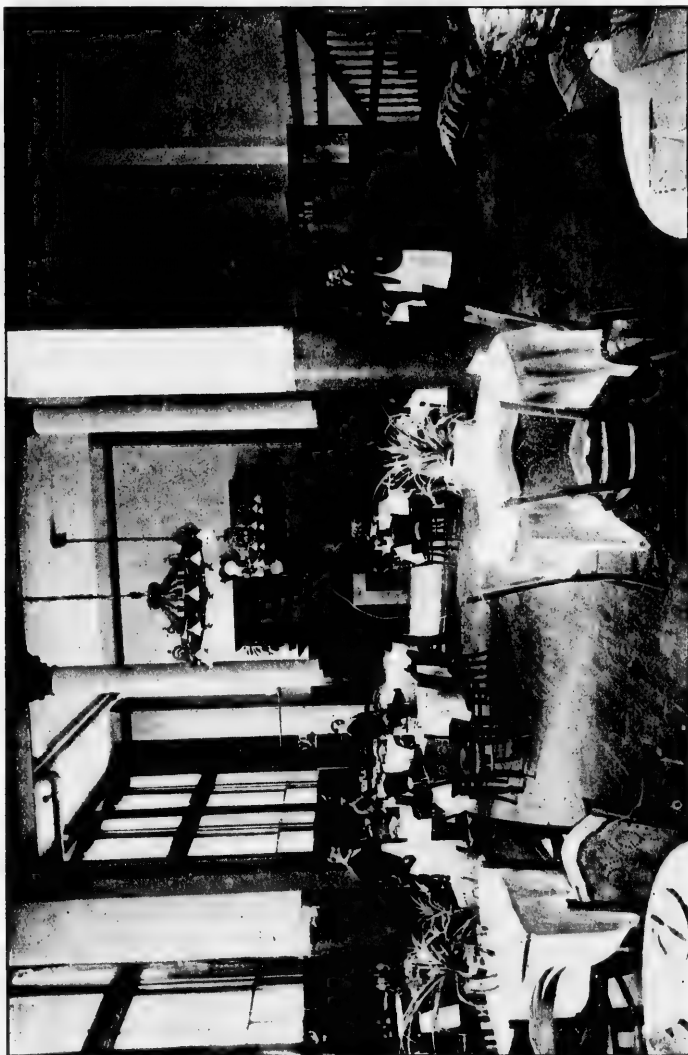
SIR DONALD A. SMITH then stepped forward to what he evidently felt was a pleasing duty. The tackle was already rigged to the stone, and at the sound of the foreman's whistle the huge steam crane lifted the big piece of masonry in the air. The workmen spread the mortar underneath and all was ready for the final ceremony. With a silver trowel, made for the occasion, Sir Donald touched the mortar. Again the whistle sounded and the stone slowly descended into its position, there to remain till time or the hand of man destroy the building. Striking the stone with a mason's hammer, Sir Donald said distinctly: "I pronounce this corner stone of the new building of the Montreal Board of Trade well and truly laid."

A cheer went up from the crowd, and then Sir Donald went back to the platform, from which he addressed the spectators. He said that in laying the corner stone of the Board of Trade Building it was fitting that it should be done in the practical manner that they had witnessed. The Board of Trade had very wisely determined that no display should take place until they had completed the new building, when they would probably ask the city and the members of the Board of Trade to join in a demonstration. The city of Montreal had been a great factor in the commerce of Canada. "In the city of Chicago," continued Sir Donald, "an old associate told me that when he first went there, just eleven huts were built on the space where the city of Chicago now stands. We know our natural facilities are equal to any to be found in any part of the country. We know what has been done by the energetic and faithful patriots, whose names were given as being previously connected with the Board of Trade. Looking to what Montreal was fifty years ago, and my personal recollections go back to 1838, the Post office was then merely a one-story building, such as is commonly met with in a country village, where the whole mail comprises one bag. I know an old lady who remembers when Montreal was very



READING ROOM, BOARD OF TRADE BUILDING.

READING ROOM, BOARD OF TRADE BUILDING.



DINING ROOM, BOARD OF TRADE BUILDING.



little more than a village, and when every one knew each other's business. We are not so to-day. The merchants of Montreal do honour to the mercantile life of the country. One proof of Montreal's progress is in this magnificent new building, the corner stone of which we are laying to-day. There are illimitable possibilities for the progress of Montreal in the next twenty-five years. It is now only seven years since I held the proud position of driving the last spike in the great road which completely crosses the continent of America. It is a singular honour and privilege to be asked to-day by the Board of Trade to lay this corner stone. I shall look upon it as one of the great events of my life.

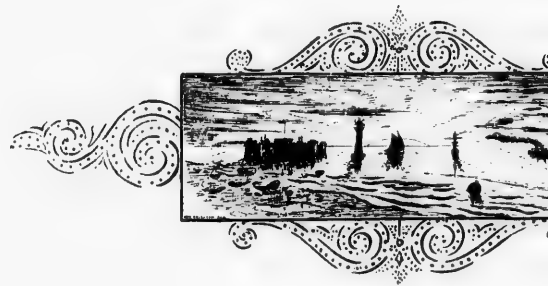
I am always very glad to further the interests of the Board of Trade. In those communications between the Board of Trade and the Government, and especially in the matter relating to the Lake St. Peter debt, Mr. J. J. Curran has always been active in forwarding the Board's interests. We have come down here together, I to work with my hands as a labourer, and Mr. Curran to give you a speech. In conclusion, I sincerely trust that God's protection will be with this building and I can only wish for all prosperity and success to the Board of Trade and to the merchants of Montreal."

After Sir DONALD SMITH had concluded, Mayor McShane addressed a few words to the meeting. Representing Montreal, he hoped the laying of this corner stone would be a foundation for success to the men who had been its authors, the members of the Montreal Board of Trade. They were the factors in the city's prosperity. He wished the Board of Trade every success possible.

M. J. J. he noticed that the community of toil, united and while he past our doors money-makers who first laid was being ere Canadian brethren

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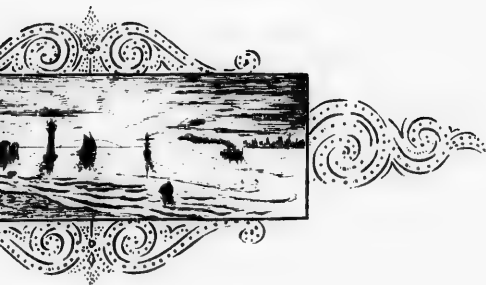
Votes of the Queen. and Sir Doua silver, with a beaver and m corner-stone, realm, report Committee.



M. J. J. CURRAN, Q.C., M.P., was then introduced by the president. He said that he noticed that in looking around at the assemblage that they were not all of the mercantile community. There were the merchant princes present, but there were also the sons of toil, united in a common cause. Montreal was the commercial metropolis of Canada, and while he would not dispute the rights of others to have dreams of carrying the trade past our doors, that time would never come. The merchants of Montreal were not mere money-makers, however. They looked back with pride to the deeds of those noble men who first laid the foundation of this great city. Over the statue of Maisonneuve which was being erected in this city, they extended the right hand of fellowship to their French Canadian brethren.

Mr. Jacques Grenier also delivered a short address, expressing his pleasure at being present and wishing prosperity to the Board of Trade in Montreal.

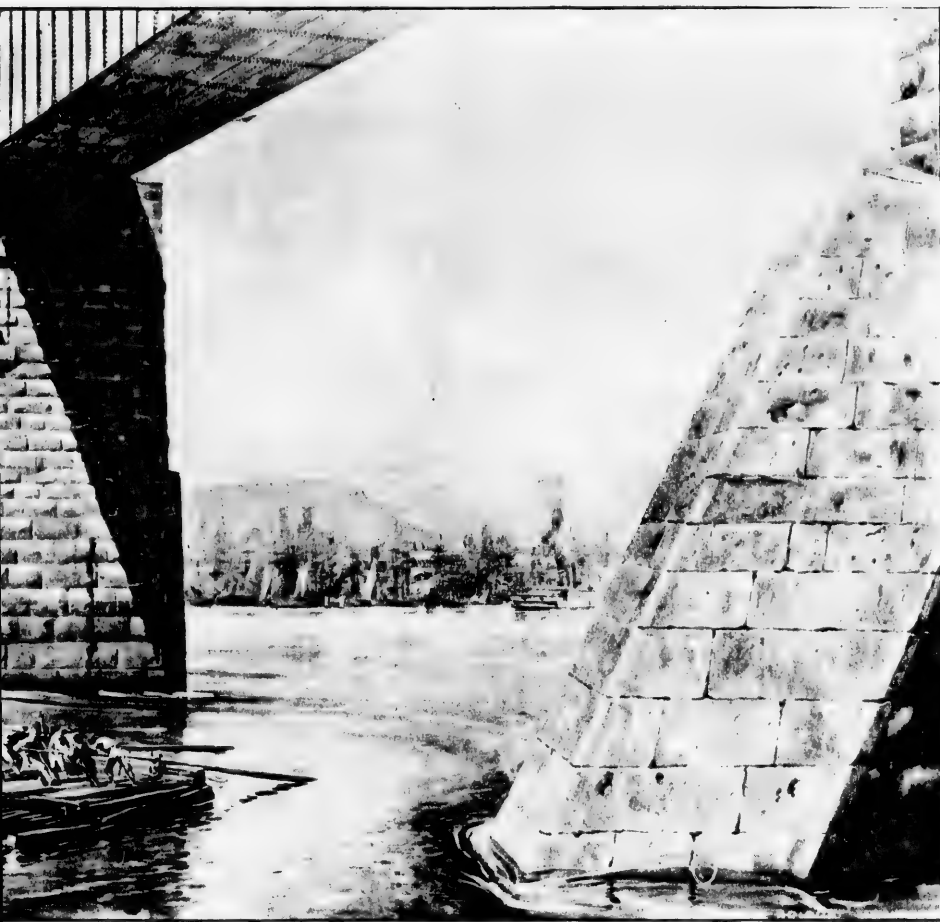
Votes of thanks were passed to the speakers, and three hearty cheers were given for the Queen. The silver trowel which Sir Donald A. Smith had used was presented to him, and Sir Donald in a few suitable words thanked the Board of Trade. The trowel is of silver, with a cut of the Board of Trade Buildings engraved on it. On the handle are the beaver and maple leaf in silver, appropriately enough, the seal of Sir D. A. Smith. In the corner-stone, in a tin box, were placed the newspapers of the day, current coins of the realm, reports of the Board of Trade meetings, and the photographs of the Building Committee.





THE VICTORIA BR

OF TRADE SOUVENIR NUMBER.



THE VICTORIA BRIDGE.

## FORWARDING

THE old proverb that "Trade follows the Flag" has long been a favorite with the Anglo-Saxon commercial mariner. Notwithstanding the fact that many a notable instance might be cited, of a sequence quite the opposite, the flag has acknowledged commerce as mistress and followed humbly in her wake. As a matter of fact trade follows no flag; awaits the pleasure of no potentate, however powerful; truckles to the behest of no clique. In all ages, in every clime, and among all peoples she has followed but one course—the path of least resistance and of greatest profit. To this course she adheres with unswerving fidelity, and along her busy paths cities spring up and blossom into fabulous wealth and power; ports, teeming with wealth and overflowing with the produce of the four corners of the earth, are evolved out of the veriest fishing villages; the sea is burdened with huge fleets of stately vessels; the rivers—scooped out, straightened, and their currents curbed—become highways of the greatest importance; canals, wherever circumstances permit, convey the benefits that accrue to transport by water, far inland; while railroads spread their gigantic feelers in every direction, collecting the produce of

the farm and the products of the mine, while they distribute in return the manufactures and productions of other lands.

In the settlement of a new country, it is only the man of preternatural foresight, of rare commercial instinct, and with a mind capable of grasping and comprehending the immutable laws that control the commercial world, who will be able to point out where the paths of trade will run; and it is only in the actual fulfilment of his prediction that his prophecy will ever be justified. Thus it is that only now, in the 250th anniversary of the founding of Montreal, that the citizens of this great commercial metropolis of the Dominion, are at all able to appreciate the wisdom and foresight of Maisonneuve, and his equally sagacious forerunner, Jacques Cartier, in fixing on this site for his future city. For it is not difficult to see that the whole question of the success of a commercial centre hinges on the facility of transport; and there can be little doubt that in the eyes of the founders of



LATE ANDREW ROBERTSON,  
Pres. of Board of Harbour Commissioners.

Montreal the chief recommendation the site had, was the fact that it lay at the head of ocean navigation; that it was the furthest point inland to which vessels of any size could penetrate. And to-day, despite the changes incidental to the flight of two centuries and a half, that is the *raison d'être* of the existence of our city, without which she never would have been anything but a country village. Certainly there have been other stimulating causes that have greatly aided in bringing about our present prosperity as a city. Montreal, once a terminus, is now on the road to a vast interior; and her geographical position necessitates, that at her doors the great cargoes from the ports of the old world must break bulk and pay toll to the mistress of the St. Lawrence. More important still, it is at Montreal that the lumber and farm produce of the east and the grain of the west brought hither by car and barge must be shipped for their final destinations.

It is only fitting then that in a work of this description the forwarding and shipping interests should receive the most liberal consideration.

From an historical point of view, notwithstanding the obvious advantages possessed by Montreal as a port, the developing of her shipping interests only dates back to a period well within the present century, and it requires no deep research into the records of a forgotten past to trace its birth and growth; they are both within the memory of citizens

who are still and burdened with the commencement while Montreal Capital. By land. The chiefly confined was of course ascending the river and the current or failing a river was not a vessel was to oxen.

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who are still with us, though their forms are bent and their hair bleached with the heat and burden of the days when they were building up the prosperity of the city. Up to the commencement of the present century Quebec was practically the only port in Canada, while Montreal held a very secondary position, as a kind of Out Port for the Ancient Capital. Between the two cities communication was kept up by two routes, by river and by land. The mode of conveyance by the former, whether for passengers or cargo, was chiefly confined to the cumbersome "batteaux." With these the journey down stream was of course easy enough, though by no means of the swiftest, but when it came to ascending the great river the voyage was long and tedious. Where the river was broad and the current less rapid, the "batteaux" would make shift to proceed under canvass; or failing a favourable wind would *lay to*, and "whistle for a breeze." But where the river was narrow, and the current swift, a tow rope was carried ashore and the cumbrous vessel was towed, sometimes by hand and oftener by a long string of long-horned draught-oxen.

The day was coming, however, when old things should pass away and all things become new. The day of the draught-ox was to give place to that of the paddle-wheel and the screw propeller. In 1809 John Molson, the progenitor of the family of that name now so intimately identified with the commerce of Montreal, who had for some time previously been actively engaged in the then "infant industries" of this port, built a steamer, much on the same model as that which just previously had been for the first time navigating the waters of the Hudson; her name was the *Accommodation*. She was a side-wheeler, seventy-five feet long, keel measurement, and eighty-five feet over all, and had room for twenty passengers. The *Accommodation* left Montreal on her first trip to Quebec on the 3rd September, 1809, with ten passengers on board and a fair-sized cargo. The fare for the down journey was \$8.00; for the up, \$9.00. On this, her first voyage, she made the journey to Quebec in sixty-six hours, including thirty hours passed at anchor, Three Rivers being reached in twenty-four hours from starting. So successful was this venture, that three years later, in 1812, Mr. Molson began the work of building another steamer at Logan's ship-yard. This vessel, which was 130 feet long and 24 feet beam, was launched in the fall of that year, being christened, by the wife of the then Governor-General, the *Sveiffsure*. She started on her first trip on May 4th, 1813, and was subsequently utilized in the conveyance of troops and munitions of war during the ensuing trouble with the United States. Mr. John Molson may, therefore, well be called the "Father of the Montreal Shipping Trade." The next steamer to be added to the "Molson Line" was the *Caledonia*, and for many years this enterprising merchant and his sons had almost a monopoly of the carrying trade between Montreal and Quebec and intermediate points, their steamers being considered so much superior to any other mode of transport.

In 1815 a hardy and shrewd Scotch mariner, whose name was destined to be intimately associated with Canadian history, having gained some distinction, and more profit, by the transportation of stores and ammunition for the British troops during the Peninsula war, turned his attention to the Crown Colonies in North America, as a field for the exercise of his commercial abilities and for the employment of his capital. This was Capt. Alexander Allan, the founder of the well known firm of Hugh and Andrew Allan. His first venture took the form of a small sailing vessel named the *Jean*, the pioneer of the magnificent liners which now bridge the North Atlantic. That his first venture was successful may be inferred from the fact that, ere long, Captain Allan had a regular line of sailing vessels plying between Montreal and old country ports.

The advantages accruing to this city, from such an increase in her facilities for communication with Great Britain, could not fail to materially promote her claims as a port; but it was not until 1833 that she was raised to the dignity of a port of entry. Henceforth Montreal's advancement was rapid. For many years, however, the future Commercial



*OF TRADE SOUVENIR NUMBER.*



**WRENGE & ATLANTIC R. R.  
UEUIL STATION-1855**



Metropolis labored under the serious disadvantages that arose from the condition of river navigation, which may be inferred from the fact that only eleven feet of water could be reckoned within Lake St. Peter; while as a consequence no vessel could reach this port of more than 400 tons burden. The work of improving the channel therefore became a matter of prime necessity. As early as 1825 we find the merchants and shippers of Montreal moving in the matter, for in that year they petitioned the Canadian Parliament "that steps should be taken to deepen the channel of the river, particularly at Lake St. Peter, and thereby render it navigable throughout the season, for vessels of two hundred and fifty tons burthen." Surely a very reasonable request. That the humble prayer of their petition was acceded to may be inferred from the fact that in 1850 vessels of 400 tons were able to reach the port of Montreal. In 1851 the matter was put in hand by the Montreal Harbor Commissioners, who have been steadily pursuing the same task, keeping abreast of the ever-advancing necessities of the times, down to the present day.

Meanwhile, another enterprise had been growing up. In 1826 the *Hercules* steam tug and passenger boat was purchased by the firm now known as D. Torrance & Co. This boat, which was run in opposition to the Molson line, was commanded by Captain Brush, and with other boats subsequently purchased by the same firm, became the nucleus of the Richelieu Navigation Company, now the Richelieu and Ontario Navigation Company. In 1852, when owing to the successful dredging operations carried on by the Commissioners, the river was becoming capable of floating larger vessels, the Allan Line, which till then had been composed exclusively of sixteen sailing vessels, was reinforced by the *Indian* and the *Canadian*, iron built screw steamships of 1,500 tons register, and 250 i. h. p. These steamers, which were among the best found of their day, were the fore-runners of a fleet, which for equipment, safety and comfort, is not to be surpassed anywhere. Before long the Dominion Government subsidized the line for the conveyance of the Canadian mails, to which service has since been added that of carrying the Newfoundland mails. As years went by the company, which had originally only plied between Montreal and Liverpool, started first a line to Glasgow, then to London, and afterwards by purchase of the State Line, extending their operations to the neighbouring Republic; so that now they have the largest number of ships and the most extensive field of operations of any individual private firm in the world.

In 1868 another regular line of vessels was established between Montreal and Liverpool, as the outcome of the energy and enterprise of Mr. William Murray, who in that year formed the Canada Shipping Company, whose boats now sail under the well known title of the Beaver Line. The fleet was, at first, composed of sailing vessels only, but in 1875 it was found necessary to resort to steam, in order to accommodate the increasing rush of business, and the *Lake Champlain*, the *Lake Nipigon*, and the *Lake Megantic*, were built for this enterprising firm by the London and Glasgow Engineering and Shipbuilding Company, and formed the nucleus of the fine fleet of steamers that now sail under the Beaver Line flag.

Each of these pioneer steamers of the line was of 2,200 tons register and handsomely fitted up according to the ideas of the time; accommodation being provided for a number of saloon passengers, while the steerage was extensive. Five years later two other boats were added to the line, the *Lake Manitoba* and the *Lake Winnipeg*, while the *Lake Huron* was built in the following year. Each of these vessels was of 3,500 tons register, while the *Lake Superior*, launched in 1885, is 4,561 tons. The latest addition to the fleet is the *Lake Ontario* of 4,500 tons, built at Sunderland and representing in her build, equipment, and general accommodation, all the latest improvements that can add to the comfort of amateur seafaring humanity.

Such rapid strides was Montreal now making, that it soon became evident that there was ample room for yet another line of first-class passenger steamships between Montreal and British ports, and ere long men with the requisite energy and resources were found. As far back as 1872 Mr. Flinn, of the Liverpool firm of Flinn, Main & Montgomery, the owners of a line plying between the Mersey and New Orleans, came to Montreal with the object of inquiring into the feasibility of establishing a line to this port also. In conjunction with the late David Torrance, one of Montreal's respected citizens and shrewdest merchants, and with the support of several of the merchants of the city and others interested in its

trade, the scheme for the new line was adopted, to be named the *Montreal* Line, the tonnage was to be other vessels, been associated with the Dominion. The new line had been of the shipbuilding and expense while every officers.

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trade, the scheme was successfully floated. The first steamer of the Dominion Line, as the new line of steamships was called, was not by any means such as to point the imagination, to her splendid successors of to-day, the *Vancouver* and the *Labrador*. She was named the *Mississippi* and had been previously engaged in the New Orleans trade. Her tonnage was only 2,250 tons, but she was by no means insignificant when compared with other vessels trading to Montreal in those days. At various times the Dominion Line has been associated with the Allan Line in carrying the Canadian mails to and from the Dominion. This service has always been performed in a manner thoroughly in keeping with the way in which they have catered for the general public. Their vessels have always been of the newest, safest and most elegant models, and built by the foremost firms in the shipbuilding trade. Their accommodation and appointments are of the best and costliest, and expense is never spared in supplying passengers with every reasonable convenience, while everyone has a good word for the kindliness, courtesy, and seamanship of their officers.

During the years in which these three great Montreal firms, the Allan, the Beaver and the Dominion Lines had been growing up from small beginnings, till now they can compare favorably with any similar corporations in the world, the port of Montreal had been gradually becoming the rendezvous not only of a large and increasing number of ocean "tramps," but also of many important lines, which, while not native to this city, yet do a by no means inconsiderable portion of their business here. Among these are the Donaldson Line, running on a weekly schedule between Montreal and Glasgow, the Ross Line running to London, and the Thompson line to Newcastle-on-Tyne, Dundee and Leith, comprising what are generally known as the Reford Agencies, managed, as the term implies, by the firm of Robert Reford & Co., than which there is not a more highly respected house in the city. The ships composing these lines are among the finest specimens of cargo-boat architecture extant, and two of them, the *Iona* and *Hurona*, of the Thompson Line, only added to the fleet last fall, leave nothing to be desired in this class of vessel. The ships of all three of the "Reford Lines" are designed more especially for the cattle trade and run the three great lines very close in competition for this class of business.

Another foreign firm that has shown great enterprise in the Montreal trade is the Hansa Line now merged in the Hamburg American Packet Company, represented at this port by Messrs. W. C. Munderloh & Co., in the recent death of whose chief partner Montreal has lost a most respected citizen, and the forwarding interests a most energetic business man, who had rendered the Hansa Line one of the most popular trading to this port. The line reckons among its fleet such vessels as the *Stubbenhuck*, *Pickhuben*, *Grimm*, etc., all fine, well appointed cargo boats, though largely used on the outward passage by German and Scandinavian immigrants.

A young, but most energetic and enterprising firm of Montreal forwarders is that of Messrs. Harling, Ronald & Co., which, although formed only in 1891, has yet by its business foresight and honorable management, succeeded in obtaining a secure foothold in Montreal business ranks. Hitherto they have been contented to charter for the season such vessels as their business required, but they are perfecting arrangements for a regular line to sail on schedule. They also represent the Moss and Leyland lines, running between this port and Liverpool.

A hopeful sign of a new and lucrative trade that may shortly be built up with the West Indies is the recent venture of Messrs. T. S. & J. Vipond, whose steamship, the *America*, has been making regular trips to Jamaica, bringing back cargoes of bananas and other fruits, in prime condition.

Turning from the subject of ocean transport to matters nearer home, it is as well to glance for a moment at a branch of the forwarding business which, while it attracts less attention than the movements of the great liners, is of the greatest importance to the trade of the port and the welfare of the city, namely, the Gulf Traffic. This is naturally the oldest branch of the Montreal shipping business, but, like everything else, has been considerably changed by the exigencies of the times. While in years gone by, previous to the advent of ocean liners, Montreal looked to the local traffic for her supplies of everything required in the house, in the kitchen, and for personal adornment; it is now Montreal, that by means of this same local trade, supplies the small towns and villages of the Gulf and river with many



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of their daily necessities, receiving in return from the ports of the Nova Scotian coal fields almost her entire supply of soft coal. The principal firms engaged in this trade are : H. Dobell & Co. (Dobell, Beckett & Co.), J. G. Brock ; Kingman, Brown & Co., and the Richelieu & Ontario Navigation Co. and Carbray, Routh & Co.

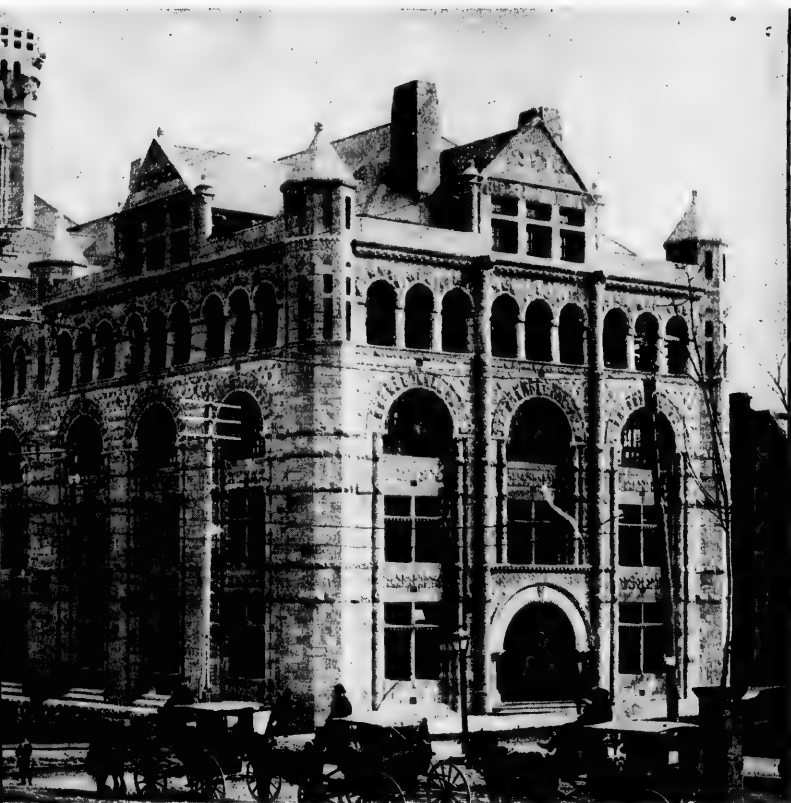
Henry Dobell & Co. are Montreal agents for the Dobell Line of Quebec, established nearly twenty years ago. The boats at present engaged in the Montreal trade by this firm are the steamships : *Greetlands*, *Tiber* and *Polino*.

Mr. J. G. Brock is agent for the Quebec Steamship Co., the only vessel they have at present running to Montreal being the *Miramichi*, which sails on alternate Mondays for the lower gulf ports. Mr. Brock is also the agent for the *Beaver*, which plies between here and Gaspé and the Baie de Chaleurs.

Messrs. Kingman, Brown & Co. have long figured as the agents for the Black Diamond Line, which has recently passed into the possession of the Dominion Coal Co. of Nova Scotia. This line, which has hitherto been owned by a Montreal syndicate, was established some ten years ago and includes the *Coban*, *Bonavista*, *Cacouna* and *Cape Breton*, all first class vessels, well built and engined.

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The forwarding done by the Richelieu & Ontario Navigation Co. is entirely confined to the carrying trade done by their market boats between the various points on the rivers St. Lawrence, Richelieu and Saguenay.

Side by side with the development of the forwarding facilities of Ocean, River, and Gulf, there has been growing up a species of transport less pleasing to the eye perhaps, and far less imposing to the imagination, but by no means less important to the wealth of this City, or the welfare of this country, than the swiftest and stateliest line of ocean grey hounds, namely, the canal traffic. No one, however slightly acquainted with the principles and exigencies of trade can go down to the wharves of the Lachine Canal and watch the endless stream of propellers and barges, laden deeply with lumber and deals from Ottawa, or with grain from Kingston and the upper lakes, or coal from Oswego, or fruit and produce from the district of Welland, justly termed the "garden of Canada" and can fail to recognize what an immensity of wealth and revenue is pouring in upon this port from every inland city, town and village in Ontario, and the neighboring portions of the United States territory. And there can be little doubt that, while the vast system of canals that carries all the benefits of navigation far inland, from the foot of the Lachine Rapids to the most



BONAVENTURE STATION

westerly shore of the broad Superior, is an unspeakable boon to the Canadian nation at large, it is even yet more advantageous to Montreal. What the closing of these arteries of commercial life would mean was admirably instanced at the opening of navigation this spring, when, owing to the delay occasioned by the Wellington Street bridge not being completed, thousands of bushels of grain, that were waiting to get through for shipment on the St. Lawrence, were diverted to American channels. And yet it was only in 1827 that the first of these canals—the Lachine—was commenced. Nor was the puny ditch, of which Hon. John Richardson cut the first sod, in that year, by any means a worthy forerunner of the present waterway. Its depth when finished was only five feet and its average breadth forty eight feet. Moreover, it had no conveniences worthy the name for docking or unloading the small craft that navigated its waters; yet few and meagre as were the facilities it offered, they were eagerly taken advantage of, and so rapidly did the traffic increase that it was early found necessary to enlarge both the canal and its wharf accommodation. These improvements, which at various periods have been followed by other alterations, rendered necessary by the exigencies of the times, have been followed by cor-

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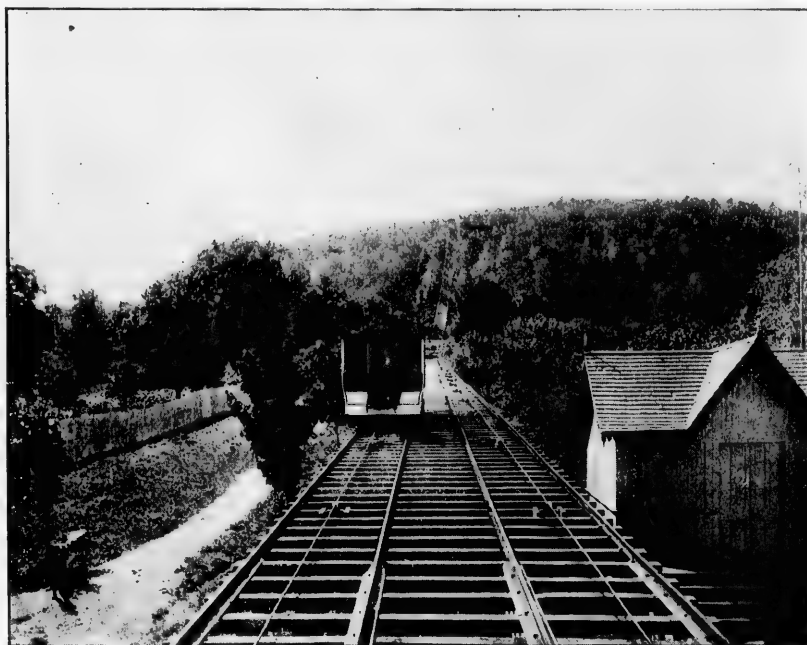
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responding improvements in the vessels, barges, propellers, and market-boats navigating the channel.

One of the first steps towards improved service of barges and steamers for the conveyance of grain, etc., was when the Kingston firm with which Mr. Hugh McLennan and his brother John were subsequently identified, and which is now merged in the Montreal Transportation Company, began its eventful and successful career. Without doubt, its present commanding position is almost entirely due to the energy and perseverance of Messrs. Hugh and John MacLennan, and the business capacity of its present manager, Mr. G. D. Thompson. This company controls an immense traffic on the rivers and upper lakes, has a huge fleet of barges and tugs, and owns several large elevators at Kingston and other points.

Another transportation company that contributes very largely to the trade of Montreal is the Kingston and Montreal Forwarding Company, one of the most enterprising firms doing business in this city. It includes among its shareholders many of the leading capitalists of the Dominion, and in order to keep abreast with the rapid increase of busi-



THE ELEVATED RAILWAY TO MOUNTAIN PARK.

ness is constantly adding new vessels to its fleet of the latest and staunchest build. The Managing-Director, Mr. Wm. Stewart, is one of the best known and ablest men in the Forwarding line in Montreal.

Better known than any perhaps to the general public, owing to its catering for picnics and pleasure parties, is the Ottawa River Navigation Company, whose splendid steamers the "Sovereign" and "Empress," not to mention a host of smaller vessels, are so familiar to visitors and Montrealers. The company also, besides its present business, does a large amount of local traffic between Montreal and various points on the Ottawa, and moreover carries the mails to these places during the summer.

Messrs. Jacques & Co. are the Montreal agents for one of the strongest and most efficient of the lines that throng the inland waterways of North America. The Merchants' Line, with its fleet of propellers, does an immense amount of trade between this port and Chicago, Milwaukee, Duluth, Detroit, Cleveland and Toledo; and transport from these points large quantities of grain for shipment at this port. Their best known vessels are, perhaps, the "Ocean" and "Persia," trading to various ports on Lake Ontario.

One can scarcely leave the subject of Montreal water transportation without paying a tribute to the excellent services rendered by the tugs of the Sincennes-McNaughton Line, both on the river and in the harbour. With their aid the St. Mary's rapids and other dangerous and troublesome "Saults" are shorn of their strength, while the disadvantages accruing to an open harbour, with all the currents of a mighty river settling into it, are overcome.

While the deepening of the channel between Montreal and Quebec has led to wonder-

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ful development in ocean traffic from this port, other causes have been at work to increase the inland shipping. The growth of interprovincial trade has brought an ever-increasing number of coasters to this port. While the number of coasting vessels arriving in 1881 were only 212, registering 99,378 tons, these had increased by 1890 to 295, registering 239,606 tons, indicating here also an increase in the size of the sailing vessels arriving in port. Only Halifax and Victoria excel Montreal in the number and tonnage of vessels arriving in their ports, and both these cities are upon the ocean shore. But in the matter of British shipping Montreal stands easily first in importance.

And now to turn the reader's attention to the Forwarding interest which is strictly confined to *terra firma*. This brings under notice two of the greatest Railways in the world, both of which have a distinctive and characteristic history. These are:—the Grand Trunk Railway of Canada and the Canadian Pacific Railway, which with their adjuncts, form a network of rails over which pass the thousands of cars that carry the voice of civilization to the remote districts of the vast territory, Canada. It is with no uncertain sound that this said voice speaks. The snort of the iron horse, the hum of the carriage wheels and the ring of the iron rail make it known to dwellers in remote districts that they have been brought into immediate contact with the dwellers in cities, and the busy manufacturing and commercial communities of the world.

### THE GRAND TRUNK RAILWAY.

Situated as is Montreal, within the winter zone and subject to the closing of river navigation for several months of the year, her citizens do not rely entirely upon vessels for transportation facilities. She has been in the van in the development of a system of railways which is the admiration of the world, and which at all seasons of the year places her in communication with the ends of the earth. From our depots trains run daily through Quebec province, through Ontario, through Manitoba, not long since the haunt of the fur trader, and into, and beyond miles upon miles of prairie, over the towering crags of the Rockies.

The Grand Trunk is justly entitled to be called the pioneer Railway of Canada as it now comprises in its system the first lines built in the Dominion.

The first railway in Canada, the Champlain and St. Lawrence, was chartered in 1831 to run from Laprairie to St. John's, P. Q., and opened for traffic in 1836. The road was afterwards extended to Rouse's Point and a branch run into St. Lamberts in 1852. In the preceding year the opening of the St. Lawrence and Atlantic road, from Longueuil to Richmond, Que., had been celebrated by the city with procession, ball and dinner, as seemed the usage at that time. But imposing as were these ceremonies, their glory paled before those which attended the early development of the Grand Trunk Railway, now so conservative, quiet and unostentatious in its progress. The line from Montreal to Portland, opened in 1853, was feted; that to Brockville in 1855 was gloriously celebrated, while the proceedings which attended the opening of the road to Toronto, which took place on the 12th and 13th November, 1856, brought over 15,000 visitors to the city. Four thousand persons attended the commemorative banquet at Point St. Charles. In 1860, however, Royalty itself was brought into requisition, the Prince of Wales opening that most wonderful structure, the Victoria Bridge, on May 25th.

The Bridge is one of the most noble of engineering triumphs and marks, perhaps the acme of the tubular class. The designer was Robert Stephenson, the builder James Hodgges, and Sir Samuel Morton Peto, Thomas Brassy and Edward Ladd, contractors. The first stone of Pier No. 1 was laid on the 20th July, 1854, and the first train with passengers traversed the bridge 17th Dec., 1859. The structure is 9,184 feet long, of 23 spans of 242 feet, and one, in the centre, of 330 feet. This last is 60 feet above the river. Before being accepted, the bridge was subjected to a most severe test. A train of flat cars 520 feet long, loaded with stone to almost breaking limit of each car, and requiring three locomotives to draw it, was sent through the tubes, yet the deflection of the centre of the tubes during the passage of the cars was only 7-8ths of an inch. Wonderful as this bridge was, and is, another engineering triumph recently accomplished on this same road, equals, if it does not excel it. This is the tunnel at Sarnia.



It would occupy too much space to mention the present ramifications of the Grand Trunk system. It has under its direct control 4,000 miles of railway, and extends from Portland to Chicago, a distance of 1,154 miles. It has also a double track for most of the distance between Montreal and Hamilton, which is not included in the above mileage. It employs close upon 3,000 hands in this city alone, and its depot receives daily about 125 passenger cars and 625 cars of freight.

The first prospectus of the Grand Trunk Railway proper was issued in 1853. Among the names attached to this document were :—Hon. Messrs. John Ross and Francis Hincks ; E. P. Taché, J. Morris, R. E. Caron, Thos. Barny, M.P., G. C. Flynn, M.P. Sir C. P. Rooney was the general director, S. B. Biggar, general manager, and A. M. Ross, Chief Engineer.

In the tremendous outlay necessary for the completion of the enterprise, it is not to be wondered at, that a shadow overcame the prospects of any dividend for the time being. It was necessary to at once take steps towards a better financial management, and in this connection the name of Mr. C. J. Brydges will always be remembered. Hard work and the hearty co-operation of the directors soon put the concern on the track towards prosperity. In 1874 another change was made, and Sir Joseph Hickson (then Mr. J. Hickson) took hold of the management. It was not long after this that it was seen that the gauge of the road required changing in order to bring it in harmony with the American lines, and though this was a costly move, it was successfully effected. In connection with this came the great fight for an entrance into Chicago, and with the attainment of this object, in spite of the stand taken by the American railroad kings, Sir Joseph Hickson took a place as a master of diplomacy and tact.

If a Rip Van Winkle could awake from a long slumber, beginning half a century ago, and gaze upon the whole G. T. R. system, with its scores of depots, its offices, its thousands of miles of track, its 20,000 employees, its immense number of cars, which carry more people annually than the entire population of Canada, how utterly incomprehensible it would be to him. He had fallen to sleep thinking of the stage coach and saddle horse, and did he awake now to behold that same country traversed by a vast system of railways, moved by some unseen energy, and not dependent upon animal strength for its power, be it evolution or development, call it what you will, no man could make him believe that he had awakened in the same land in which he fell asleep only fifty years ago.

The total number of people employed by the G. T. R. is over 20,000. The traffic department, which includes the officers, agents, clerks, and all those required to look after the freight and passengers, requires about 7,000 people. Under the heading of the engineers may be mentioned the entire staff of men who have charge of the tracks. There are 6,200 hands employed in this department and a like number in the mechanical department.

This extensive railroad system, to which Canada has been so greatly indebted, is governed by a board of directors who reside in the old country and who are represented in this country by the general manager. The Directors are Sir Henry W. Tyler, M.P., president, London, Eng. ; Lord Claude John Hamilton, M. P., Robert Young, John Markham, Wm. Lethbridge, Wm. Ford, Chas. J. Campbell, Toronto, Canada ; Hon. Frank Smith, Toronto, Canada and Duncan McIntyre, Montreal. The general offices are located at Point St. Charles, Montreal, the London office at Dashwood House, 9 New Broad street, London, Eng. From 1873 to the end of the year 1890 Sir Joseph Hickson was general manager. During his administration the mileage of the Grand Trunk was increased from 1,383 to 3,487.25 miles, giving an entrance into Chicago and other western cities, besides opening up the larger portion of Ontario and Quebec. Sir Joseph Hickson was succeeded at the beginning of 1890 by Mr. Lewis James Sergeant, late traffic manager of the road. He came to Canada in 1874 from England, where he held many important positions and was widely recognized as a man of great experience in railroad matters. On arriving in Canada he took the post of general traffic manager on the Grand Trunk Railway. He was appointed to the office of vice president of the Executive Council of the road, Sir Joseph Hickson being president. He held a similar position in the Chicago and Grand Trunk Railway Company. Mr. Sergeant was the first gentleman to hold the position of general traffic manager on this continent. It is almost

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needless to say that the interests of the shareholders are perfectly safe in the hands of this gentleman. It would be impossible to find a more able man to fill such a responsible position, upon which he entered with the good wishes of his associates in the company's employ. The other general officers of the service are Mr. W. Wainwright, assistant general manager; Mr. N. J. Power, general passenger agent; Mr. J. Burton, general freight agent; Mr. H. Wallis, mechanical superintendant; Mr. Robert Wright, treasurer; Mr. H. W. Walker, chief accountant; Mr. W. H. Rosevear, car accountant, and Mr. John Taylor, general storekeeper. Mr. J. Stephenson is general superintendant of all lines. The entire community is looking forward to the continued growth of this enormous system in a north-west direction, which would give the prairie provinces another means of shipment, relieving them from the monopoly of a single road.

### THE CANADIAN PACIFIC RAILWAY.

Although of more recent origin, the Canadian Pacific Railway is not less important than the Grand Trunk and has already proved a most important factor in the development of Canada's Commercial resources.

Commencing early in the last decade with the railways from Quebec to Montreal and from Montreal to Ottawa, built by the Quebec Government and then known as the Quebec, Montreal, Ottawa and Occidental Railway, the idea of its being a part of the road to the far west being even then in view, and with the short piece of line called the Central Canada Railway, the Canadian Pacific Railway has by the exercise of energy and enterprise, unexcelled even in this enterprising age, built up a system which now reaches nearly 7,000 miles.

This Railway has perhaps the most phenomenal history of any railway in the world, and the rapidity with which it was completed, once it came into the hands of the present executive, is a matter which has not only puzzled but startled most people. The fact of a line of railway, belting the whole vast extent of territory across the broadest part of the North American continent, being built in such a phenomenally short space of time, marks an epoch unparalleled in the annals of Canadian history, or it is safe to say, in the history of any other country.

Readers of history will remember how the project had its ups and downs, eventually becoming the plaything of politicians, leading to the overthrow of a government, and at that time filling the heart of the patriot with forebodings that the idea of a transcontinental line across British territory would never be realized. In the darkest hour, however, brave spirits came to the front and courageous business men undertook that which politicians had tried and failed. Montreal's leading capitalists came to the rescue, invested their all in the undertaking, and came out successful. Fifteen years ago, a project laughed at and ridiculed, the Canadian Pacific Railway, is to-day one of the wonders of the world.

Thus, it has happened that the enterprise, which barely a dozen years since was considered but a chimerical dream, has become one of the greatest transportation systems in the universe—a system which now reaches, directly or indirectly, every part of the known world, and which uniting east and west, by bands of steel and modern steamships, has fulfilled the dream which Jacques Cartier entertained when, three hundred and fifty years ago, he beat his way up the St. Lawrence, to what is now Montreal, in the hope of finding a new route to China and the kingdoms of the far east.

The main line of the C. P. R. from Montreal to Vancouver covers 2,904 miles. The Quebec branches are:—

Quebec to St. Martin's Junction.....	159.8
Piles Junction to Grand Piles.....	26.9
Joliette Junction to St. Felix.....	16.8
Berthier Junction to Berthier.....	2.0
Hull to Aylmer.....	7.5
St. Therese to St. Jerome.....	13.0
St. Lin Junction to St. Lin.....	15.0
St. Therese to St. Eustache.....	6.0
Carleton Junction to Brockville.....	45.0

The Western Division, which covers 654 miles, includes the Emerson, Selkirk, Stonewall, Gretna and Pembina branches as well as the Manitoba Southwestern and the Souris branch and extension to the coal fields. The Pacific Division includes branches to New Westminster, Coal Harbor and the Mission, and totals up 19 miles. The Ontario and Quebec Railway, which includes the new short line to Toronto and the extension to Windsor, which gives the Canadian Pacific through connection to Chicago, and which includes the old Toronto, Grey and Bruce and various important branches throughout Ontario; the Guelph Junction Railway, the Atlantic and Northwest railway, which is the short line to the Maritime Provinces, the St. Lawrence and Ottawa, the New Brunswick and the Columbia and Kootenay systems, increase the mileage by 1,728.8 miles. Then there are the South-Eastern, from Montreal to Newport, Vt., giving through connection to Boston and the New England States, 230 miles; the new line from Regina to Prince Albert, 249 miles; and the system just inaugurated between Calgary and Fort MacLeod, 301 miles. These bring up the total mileage of the system to 6,679 miles, of which it may be said that practically the whole system has been constructed and put in operation within the past ten years.

To work and maintain this enormous railway system naturally requires the services of a vast army of employes, as well as the expenditure of large sums of money. But the C. P. R. is fortunate in its employes, who, be they high official, or humble trainhand, are all imbued with the same spirit of enterprise which has made the road such a success under the guidance of President Van Horne.

The equipment required by so large a railway system is naturally immense. It comprises no less than 530 locomotives, 517 passenger, baggage and colonist sleeping cars, 73 sleeping and dining cars, 28 parlor and official cars, 14,077 freight and cattle cars, 253 conductors vans; 390 board, tool and auxiliary cars and some dozen snow ploughs. In addition to the above which has cost no less than \$13,877,000, the company owns the fine steel steamers Alberta and Athabasca, each 2,300 tons burthen, and the Manitoba, 2,600 tons used on the Upper lakes between Owen Sound and Fort William. This completes the equipment of the actual system from Atlantic to Pacific, but notice of the company's rolling stock would not be perfect were not mention made of the three magnificent new steamships which the company possess. These are:—the Empress of India, Empress of Japan and Empress of China, forming the western link in the chain which will form a system direct from London to the Orient and to Australasia.

The management of the Canadian Pacific Railway has always done its duty by Montreal. Beginning by the construction of the extension along the wharves westward from



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Hochelaga to the old Quebec Gate Barracks, the old landmarks were speedily demolished to make room for the substantial Dalhousie Square depot, which will ever be memorable to Montrealers as the spot from which the volunteers left for the Northwest in 1885, and as that wherein they were welcomed home after that now historic campaign. Large workshops were at once erected at Hochelaga, which became one of the largest railway centres in the Dominion, and these are being constantly added to. It is true that the company has workshops also at Perth, Carleton Place, Winnipeg and Fort William, but it is in the Montreal shops that most of the original construction is done. The company's workshops in all represent an expenditure of considerably over a million and a quarter of dollars. Their locomotive shops on Delormier Avenue are among the most complete on the continent, while the car shops at Hochelaga give employment to hundreds of men in the construction of these cars, be they sleepers, first-class or colonists which have made the name of the C.P.R. synonymous with comfort. The growth of traffic upon the road, especially in the Montreal division, and more particularly due to the development caused by the opening of the company's magnificent steel bridge at Lachine, has necessitated the purchase and laying out of extensive yards at Outremont, which have entailed an expenditure of over \$94,000. This additional accommodation brings up the total yard mileage in and around Montreal to something in the neighbourhood of 15 miles. The large elevators on the harbour front are already overtaxed by the grain from the West, and it is not improbable that the company will show further enterprise in this direction.

The new Windsor depot on Dominion Square, from which all the Western trains of the company, save the transcontinental express, depart, is in itself a monument of the enterprise of the company, and admired by both resident and visitor. Its construction and the building of the road into the city from the west-end was a work of considerable magnitude, but has already repaid the company and satisfied even those Montrealers who complained at the demolition of old residential properties involved in its extension.

The Canadian Pacific Railway Company has now upon its pay-rolls about 28,000 men.

The total cost of the Canadian Pacific has been \$159,488,722, of which \$130,499,104 was for the main line; but this does not include the portion of the line built by the Government, the cost of which is estimated at \$35,000,000.

In addition to the two great Canadian companies, the following lines run daily trains over the Grand Trunk to and from Montreal, viz., The Central Vermont, Delaware & Hudson, St. Lawrence & Adirondack and Canada Atlantic, forming a direct connection between this city and New York, Boston and all the large cities of the Eastern States.



## SIR DONALD A. SMITH, M.P., K.C.M.G.

SIR DONALD A. SMITH, M.P., K.C.M.G., may justly be termed the most eminent personage that Canada can boast of during the present century. Through a long life of activity, enterprise and usefulness he has made for himself a page in history teeming with records of all that is good, noble and generous. There is no living man so closely identified with the development of the resources and industries of this country as he has been. His career in connection with the Hudson Bay Company, extending over a period of nearly sixty years, places him in the foremost rank among the pioneers of Canadian civilization. He is of Scottish origin, having been born in Morayshire in 1821. He came to Canada when quite a youth, and at a comparatively early age entered the employment of the Hudson Bay Company, with which he has been so closely allied ever since. From one position to another he gradually rose until he became a Commissioner, Director, and afterwards Governor of that vast concern, and still holds the latter position. He has been chiefly remarkable for the prominent part he has taken in the colonization of Manitoba and the North-West Territories and in 1876 he was appointed an Executive Councillor of that undeveloped country and was also a Commissioner appointed the insurrection of 1869-70. to represent Winnipeg in the and resigned that position in attention to the business to which he had been elected. Federal Parliament for Manitoba as a province, was re-elected and at present he is the West in the Dominion Parliament last resident Governor of the during the past few years has with the Canadian Pacific a Director and one of the was from the first one of the building of that great trans- present when the last spike was driven at Craigallachie, B.C., on November 7th, 1885. In addition to his connection with the two large companies above alluded to Sir Donald is interested in a great number of financial and industrial concerns. He is a large shareholder in the Bank of Montreal and President of that institution. It is, however, as a philanthropist that he is best known. There is hardly a charitable institution in the city of Montreal to which he has not been a liberal donor. Many of the poor and needy of this city can testify to the charity he almost daily dispenses among them without ostentation. The crowning act of his generosity was his munificent gift of a million dollars for the building and endowing of the "Victoria Jubilee Hospital." He has long been a liberal patron of most of the leading educational institutions in the city, his munificent gifts to McGill College especially being fresh in the memory of all. The most notable of these was the gift of the "Donalda College" for women, entirely purchased and equipped by him. Needless to say that he is a Governor of McGill, which he has so much benefited. Among the thousands of the gifts to Her Majesty on her auspicious Jubilee none were more costly or princely than the one of Sir Donald A. Smith and Lord Mount Stephen. He has been an active member of the Board of Trade for a number of years, and was asked to perform the ceremony of laying the foundation stone of the new building on May 19th of last year. This ceremony was performed in the presence of the Building Committee and Council of the Board of Trade and a large assemblage of the Board and the general public, and marks a most important epoch in the history of the institution. He has been ever ready with his powerful influence and open purse to further any project for the advancement of Canadian industries and the development of Canadian resources. In politics he has always been a firm supporter of the Conservative party ever since he first represented Winnipeg in the Local Assembly in 1871.



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## SIR JOSEPH HICKSON, Kt.

SIR JOSEPH HICKSON, Kt., whose name has been so prominently connected with the Railway world of both Europe and America for nearly half a century, is an Englishman by birth. He was born in Otterburn, Northumberland, in the year 1830, and received his education in his native county. At a comparatively early age he, when almost a boy, commenced his business career with a large carrying firm in days before the railway system between England and Scotland had been perfected. Some time after this he entered the service of the North Eastern Railway of England where he gained his first knowledge of railway operations, a knowledge that was destined to produce a most phenomenal career and one which falls to the lot of but few men. After a few years with this company Sir Joseph filled an important position on the Maryport & Carlisle Railway until 1851, when he removed to Manchester to take up a position with the Manchester, Sheffield & Lincolnshire Railway, in which his promotion was very rapid. Ten years afterwards, when he became Assistant to the General Manager of that line he attracted the attention of Sir Edward Watkin, who, at that time, was President of the Grand Trunk Railway of Canada and the leading Railway Magnate of the day. Sir Joseph was offered by that gentleman the position of Accountant to the Grand Trunk Company, and this he accepted. He arrived in Canada in January, 1862, and settled in Montreal, where he has since resided. His railway career since that date has been one of the most remarkable with extraordinary success and rapid promotion. It was not long after he joined the service of the Grand Trunk Company, Secretary-Treasurer, and on November 1, 1874, Sir Joseph was promoted to the position of General-Manager of the line, which position he held until October 1, 1891, when he retired in order to enjoy a well-earned rest. During the last seventeen years of his connection with the company, in addition to having the management of the Grand Trunk proper he had charge of all its affiliated lines, and was either President, Vice-President or Director of nearly twenty companies, having control of the interests of most of them. During the period of his management the company made rapid strides and formed connections that secured to Canada many substantial trading benefits, the most marked of these being the establishment of a direct line to Chicago wholly under Grand Trunk control. By this master-stroke of policy the best paying portion of the freight carried by the Grand Trunk Railway was secured, at the same time giving to the Canadian steamship companies some of the most valuable freight they carry across the Atlantic. While under Sir Joseph's charge the mileage increased from 1,383 to 3,487 miles, a fact which speaks volumes for the enterprise and foresight of the guiding spirit. This extension has been specially beneficial to Canada as it afforded carrying facilities to several of the rising manufacturing towns of Western Ontario which had never enjoyed these before, and the result was a rapid development of a number of these towns. For the ability he displayed in the management of the great railway of Canada and for the valuable services he rendered to this country in the way of developing its industries and resources, he was knighted by Her Majesty in 1890, a fitting tribute to pay to one who had devoted the best part of his life for the benefit of the country of his adoption. In social movements Sir Joseph takes an active interest and is a member of many of the benevolent institutions in Montreal, of which he is a liberal supporter. He is a Justice of the Peace for this city and is interested in several Banking, Manufacturing and Industrial enterprises and is a Director of some of them. He is President of the Royal Prohibition Commission on the Liquor Traffic, the duties of which have occupied a considerable portion of his time of late. Sir Joseph has been a member of the Board of Trade for many years and has always taken a deep interest in the welfare of that institution as also that of the Corn Exchange Association. In politics he does not belong to any party and is guided by events.



## MUNDERLOH &amp; CO., SHIPPING AGENTS.

Among the many large shipping firms in the city of Montreal, which have done so much towards the development of the trade, commerce, and resources of the Dominion of Canada, that of MUNDERLOH & Co., Agents for the Hamburg-American Packet Co. (Hansa Line) of Hamburg, holds a high rank. This was established over a quarter of a century ago by the late William Christian Munderloh, whose recent sudden death, while on a pleasure trip to California, caused such deep-felt sorrow among his many friends in Montreal. In the founding of this Line the deceased gentleman experienced a good deal of uphill work, but persevered most steadfastly until, in a few years, his efforts were rewarded with success, almost beyond his most sanguine expectations. As long ago as 1861 Mr. Munderloh conceived the idea of establishing a line of steamers between Montreal and Hamburg direct, and thus creating a totally new trade with Canada. From a small beginning this developed, under his fostering care and skilful management, into one of the most extensive ocean-carrying freight and passenger companies between the two continents. At the commencement Mr. Munderloh found it a difficult matter to fill a few

sailing vessels with Canadian embarked in this undertaking by his perseverance he conso that he could safely re-Antwerp and Hamburg the in place of sailing vessels to taken and very soon the sail-and steamers took their only an irregular service but to establish a regular fort-since been increased to a was a native of Elsfleth, Germany, where he was born there. In 1847 he removed menced his commercial career Here he remained for ten time he came to Canada hav-Montreal Wholesale Dry Goods house. After three years service he travelled for the firm in Upper and Lower Canada and this gave him an insight into the grand resources of the country which only needed development to make it rich and prosperous. This decided the question of his making Canada his future home, and after a brief visit to his native place to see his friends he settled in Montreal in the dry goods business. After becoming thoroughly established he conceived the idea above referred to of inaugurating a direct line of shipping with the continent of Europe. This he at once put into effect with the successful result already mentioned. At first the Dominion Government came to his assistance by granting him a small subsidy for five years at the end of which time the success of his Company was assured and since then it has been purely self-sustaining. He was a most ardent supporter of every project for the development of Canada's trade and commerce and an active member of the Board of Trade since 1870 having frequently served on the Council of the Board in which he held several important positions. In 1871 he was appointed Imperial German Consul of Montreal which position he held up to the day of his death and had received the decoration of the Crown Order (Golden Cross) from the German Emperor.



produce, but once he had there was no retreating, and siderably developed the trade commend to his friends in adoption of a few steamers Montreal. His advice was ing vessels were abandoned place. At first there was it was soon found necessary nightly service which has weekly one. Mr. Munderloh Grand Duchy of Oldenburg, in 1831 and was educated to Bremen where he com-in a large dry goods house. years, at the end of which ing obtained a position in a

MR. HENRY MUNDERLOH, the eldest son of the deceased gentleman, was born in Montreal in 1861 and educated at the High School here. He succeeds to his father's business in which he has been a partner for some time and has already proved by his great business ability, the house so well established will have in him an able successor who will find it comparatively easy to extend his father's enterprise as he finds a sound foundation to build upon. He became a member of the Board of Trade in 1891, and like his father will no doubt make his mark in the councils of this important body. To Munderloh & Co. the great North-West owes the majority of the German settlers, whom all agree make the best farmers in the continent of America.



# THOMAS G. SHAUGHNESSY.

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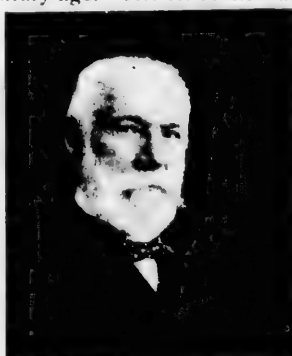
MR. THOMAS G. SHAUGHNESSY, Vice-President of the Canadian Pacific Railway, is without doubt one of the best known and most able railway men in America to-day. His official career has been a brilliant one from the outset, and few men in any department of public business have made such rapid progress as he has to his record. He was born in the City of Milwaukee, 1853, and he spent the early part of his education in his native city. He was in the railway service with the Milwaukee and St. Paul Railway in July, 1869. He was in the purchasing department of this road which time he proved himself to his Company and discharging his work. He was paid store-keeper of the same position until Mr. Van der Horst, the Canadian Pacific Railway, summoned to Montreal by which time he was offered and accepted the position of general agent of the new road. His capacity soon brought him to the notice of the General Manager. In the following year he was promoted to the position of Assistant Manager. In June, 1891, he was elected a director and Vice-President of the Canadian Pacific Railway and still retains that position. Mr. Shaughnessy has been a member of the Montreal Board of Trade for a number of years.



Wis., on the 6th of October, 1853, and he spent the early part of his life, and received his education in that city. He first entered the railway service with the Milwaukee and St. Paul Railway in July, 1869, during which time he proved himself a most valuable servant of the company. He was promoted to be principal agent of the latter road. He retained the latter position until 1882, when he was promoted to the position of Assistant Manager. His abilities and executive capacity brought him to the notice of the General Manager, and he was promoted to the position of Assistant Manager. In June, 1891, he was elected a director and Vice-President of the Canadian Pacific Railway and still retains that position. Mr. Shaughnessy has been a member of the Montreal Board of Trade for a number of years.

## HUGH McLENNAN, MONTREAL TRANSPORTATION CO.

Among the many Transportation companies in Canada there are few more closely connected with the grain and flour export trade than the Montreal Transportation Co., of which MR. HUGH McLENNAN is the founder, and of which he has been President since its organization a quarter of a century ago. Mr. H. McLennan is a native Canadian, having been born in Glengarry in 1825, and educated there. He came to Montreal in 1842, and entered the service of the line of steamers plying between Montreal and Kingston in the capacity of Purser. He afterwards became Wharf-inger and Freight Agent for the Company in Kingston in 1850, and in the following year removed to Montreal in the same capacity. In 1853 he was joined by his brother, John McLennan, and the firm became J. & H. McLennan. They carried on the grain and transportation business for many years until Mr. John McLennan retired from active portation trade was then in 1867. The trans- corporation and enlarged, under the new title of the "Montreal Transportation Company." Mr. Hugh McLennan was made President of this Company, and has held the position ever since. Mr. McLennan is also very largely engaged in the grain trade and is one of the heaviest shippers from this port. He is President of the Intercolonial Coal Company and the Black Diamond Steamship Company. He is one of the oldest members of the Board of Trade and Corn Exchange, and with the members of the latter body has always been held in the highest esteem. In politics Mr. McLennan is a Conservative.



1825, and educated there, and entered the service of the line of steamers plying between Montreal and Kingston in the capacity of Purser. He afterwards became Wharf-inger and Freight Agent for the Company in Kingston in 1850, and in the following year removed to Montreal in the same capacity. In 1853 he was joined by his brother, John McLennan, and the firm became J. & H. McLennan. They carried on the grain and transportation business for many years until Mr. John McLennan retired from active portation trade was then in 1867. The trans- corporation and enlarged, under the new title of the "Montreal Transportation Company." Mr. Hugh McLennan was made President of this Company, and has held the position ever since. Mr. McLennan is also very largely engaged in the grain trade and is one of the heaviest shippers from this port. He is President of the Intercolonial Coal Company and the Black Diamond Steamship Company. He is one of the oldest members of the Board of Trade and Corn Exchange, and with the members of the latter body has always been held in the highest esteem. In politics Mr. McLennan is a Conservative.



## GILMAN CHENEY.

MR. GILMAN CHENEY, President of the Canadian Express Company, and well known to all members of Montreal's Commercial community, was born at Hillsborough, New Hampshire, U. S. A., in 1822. At the age of seventeen he was apprenticed to one of the large Cotton Manufacturing Companies of Manchester, N. H., to which business he was schooled. He remained when he left his native State was during the California went there in quest of fortune than two years of the old ing he returned home, and as representative of Rice & Agents. This company was ican Express Company and known throughout the Dorepress Co. During the past experience with this Comgrow from a small beginning and to his untiring energy this may be attributed. He elected to the highest position has long been recognized as al for the expeditious transport of freight. Mr. Cheney became a member of the Board of Trade in 1892, and although he has passed the three-score years and ten, may be seen on our streets daily, in apparent good health, and as deeply interested in the commercial welfare of Montreal as ever.



## GEORGE OLDS, TRAFFIC MANAGER CANADIAN PACIFIC RAILWAY.

MR. GEORGE OLDS, General Traffic Manager of the Canadian Pacific Railway and one of the best known railway men on this continent, was born in Stapleton, Gloucestershire, England, in 1832, and was educated in his native country. He joined the service of the Great Western Railway of Canada in December, 1854, that line being then an independent organization. He remained years and afterwards joined Lake Huron Railway and Agent of that line in 1861. the company to take an ap-Burlington and Quincy Railwith it for sixteen years. General Freight and Pashe left the service of this position of General Freight Wauke and St. Paul Rail-1882. In 1886 he became the Canadian Pacific Railperience fitting him in an onerous and responsible which he now occupies. be seen that few men in Eastern Hemisphere, have had such a varied and valuable experience in Railway working as the subject of this sketch. His success in the position he now holds is well known to the commercial community of Canada. He has been a member of the Board of Trade since 1887.



MR. HUGH is a native of R the Grammar S in Toronto with Mr. Paton re his uncle's office removed to M ecutive Officer of Cartage Agents Mr. Paton is th under his able its operations the Grand Trun has also cartag nection with oth large trading c twelve hundred grain and gen in the United and one of the Club, being at the Belair Jock highly esteemed itable institution Mr. Paton is a

MR. ROBE Ireland, and re after a short sta his own account Wm. Ross, & in Montreal and the Toronto shipping matte Ross, Donaldso ing to Europe portant factors many new stea personally inte wide business, bringing carg Reford has de adian cattle tra bring steamers fruit. He is a dent of the the Charlemag Company, and He has been a member of the Wardens Comr

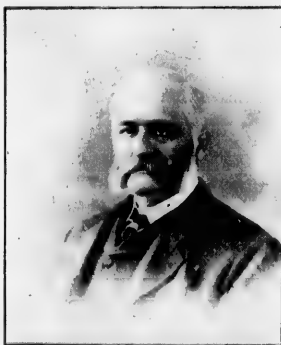
## HUGH PATON, SHEDDEN CO., (LIMITED.)

MR. HUGH PATON, General Manager and Secretary of "The Shedden Co. Limited," is a native of Renfrewshire, Scotland, where he was born in 1852. He was educated at the Grammar School, Paisley, and came to Canada in 1871. He first took up his residence in Toronto with his uncle John Shedden, Esq., who was a large railway contractor. Here Mr. Paton remained two years, holding a position in the death of that gentleman he took up the position of Executive Officer of the Shedden Cartage Agents for the Grand Trunk and other Railways. Mr. Paton is the largest proprietor in this concern and the company has extended its operations considerably, and now does the cartage of their principle stations, and has also cartage, collecting and delivery agencies in connection with other railways in Detroit, Winnipeg and many large trading centres in the west. The company owns over twelve hundred horses and are proprietors of several warehouses in Canada and grain and general storage in the United States. Mr. Paton is a keen sportsman and one of the principal supporters of the Montreal Hunt Club, being at one time the porter of the Montreal Hunt Club, and is a director of the Belair Jockey Club. He is one of the best known men in Montreal Society, and is highly esteemed and respected. He is a liberal supporter of all the hospitals and charitable institutions in the city, more especially the Montreal General Hospital. In politics Mr. Paton is a strong Liberal-Conservative.



## ROBERT REFORD, STEAMSHIP OWNER.

MR. ROBERT REFORD, Steamship Owner and Agent, is a native of the North of Ireland, and received his primary education in Belfast. He came to Canada in 1845 and after a short stay in Montreal removed to Toronto. In 1850 he commenced business on his own account, and in 1861 purchased the Wholesale Grocery and Importing business of Wm. Ross, & Co. Four years later he reopened a branch in Montreal and came to the fore in the Toronto business and shipping matters. He soon began to interest himself in obtained agencies for the son lines with steamers ply-ports. These lines are im-trade to-day, having built all of which Mr. Reford is firm does a varied and world-in which he is interested over the universe, and Mr. Reford has done much to-wards establishing the Can-adian cattle trade with Great Britain, and was the first to bring steamers direct to Mon-treal with Mediterranean the Bank of Toronto, Presi-Milling Company, and also of Quereau Lumber and Milling Company, and takes an active interest in real estate in the City and Island of Montreal. He has been a member of the Board of Trade for more than twenty-five years and was a member of the Council for the years 1890-91. He has also been a member of the Port-Wardens Committee for several years.



## JAMES GIBB SHAW, PORT WARDEN.

MR. JAMES GIBB SHAW, the well known Port Warden of Montreal, Surveyor to Lloyd's, England, and Government Inspector of vessels for this port, is a native Canadian, being born in Quebec City in 1834, and educated there. From 1850 to 1864 he was engaged in ship-building in Quebec, and in 1869 removed to Montreal where he has since resided. He has filled the offices re-  
 teen years, and in shipping being invariably consulted on important branch of industry. In 1864, London, England, by the Board of the Canadian Government, committee of the House of Commons on the Grain Ship-  
 ping Act of 1880, and in this connection the Canadian system of part of the Act, to the great Mr. Shaw has been a close con-  
 nected with Canadian ship-  
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 trade of Canada which up to of capital and more men than Mr. Shaw is a prominent and scientific societies. He  
 Microscopical Society, member of the Historical Society, the Canada Club and several others. He has been an active member of the Board of Trade since 1887, his official position bringing him into daily contact with all the large shippers, among whom he is highly esteemed.



ferred to for the past seven-  
 circles is a great authority, all matters relative to this Mr. Shaw was sent to Lon-  
 don of Trade, at the request of as a representative before a Commons on the Grain Ship-  
 capacity he succeeded in hav-  
 grain loading adopted as benefit of Canadian shippers. observer of everything con-  
 cerning interests and says that tion of the ship-building  
 1864 employed a vast amount any industry in the country." member of several literary  
 is honorary secretary of the

## WILLIAM STEWART, KINGSTON AND MONTREAL FORWARDING CO.

Prominent among the Forwarding Managers and Agents in Montreal who have contributed so much to the welfare of the trade and commerce of Canada, is Mr. WILLIAM STEWART, Managing Director of the Kingston and Montreal Forwarding Co. Mr. Stewart is a native Canadian having been born in Howick, county of Chateauguay, P.Q., in 1844, and educated there. He com-  
 menced his commercial career having removed to Montreal at a comparatively early age when only fifteen years of age. Two years later saw him in the Inland Forward-  
 moved to Kingston as Agent ing business. In 1867 he re-  
 Co., where he remained for for Henderson, Halcomb &  
 he has been intimately asso- fifteen years. From the first  
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 Montreal Forwarding Com- pany in which, having filled  
 pany in various positions, he Managing Director and still  
 became holds that position. After his fifteen years' sojourn in  
 Kingston he removed to Mon- Montreal where he has since resi-  
 treal. The success of his Com- pany and the enormous di-  
 mensions to which its trade has developed during the past  
 few years are due to Mr. Stewart's energy and marked  
 business ability. He is a prominent member of St.  
 Andrew's Society, Montreal, and was President of that  
 Society in Kingston where he also filled the position of  
 Vice-President of the Board of Trade. He has been an active member of the Montreal  
 Board of Trade since 1879 and is also one of the leading members of the Corn Exchange  
 Association. He is a Director of the Montreal Thistle Curling Club, and a prominent  
 curler. In politics he has always supported the Liberal party.

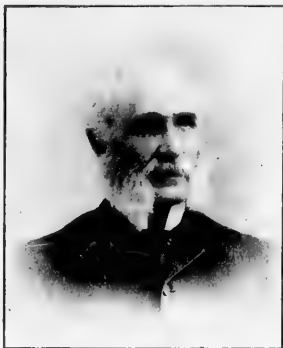


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## DOMINION TRANSPORTATION COMPANY.

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This company was formed by Messrs. W. B. Smith and David Morrice, who conducted an extensive cartage and ice business in 1872. These gentlemen did a large trade over the principal Canadian Railways, and when the North Shore and Ottawa Occidental Railways were absorbed by the Canadian Pacific Railway, Mr. Smith obtained a charter



MR. W. B. SMITH.

from the Dominion Government and formed his present company, which has since been very successful, and does a large business throughout all parts of Canada.

MR. W. B. SMITH, manager of the above concern, is a native of Scotland. He came to Canada in 1855, and subsequently managed the cartage business of Shedden & Co., first in Toronto and afterwards in Montreal.



LEVEL-COL. STARKER.

LIEUT.-COL. STARKE was born in Montreal in 1856. He commenced a commercial career with Wm. Smith & Bros., and upon the formation of the Dominion Transportation Co., in 1883, was appointed secretary to that corporation and has since retained that position.

## g Co.

BERNARD J. COGHLIN, (IRON AND STEEL MERCHANT).

who have contributed to the success of the firm. Mr. WILLIAM B. Mr. Stewart, Esq., P.Q., in 1844, commenced his commercial career in Montreal. In 1867 he resigned his position in the firm of Halcomb & Co. From the first he was connected with the Kingston and Montreal R.R., having filled the position of Engineer and still continuing his sojourn in Montreal. He has since resided in Montreal, and has an enormous disbursement of money during the past year, and marked his position as a member of St. James' Church. President of that institution, and in the position of Treasurer of the Montreal Corn Exchange and a prominent member of the same.

MR. BERNARD J. COGHLIN, one of the chief promoters of the Iron and Steel Industry of Montreal, was born in County Galway, Ireland, in 1837. He studied with that celebrated Irishman Dr. Cahill, and afterwards completed his education at Trinity College, Dublin. In 1856 he commenced his commercial career in Sheffield, England, entering the employ of Hunter & Co., Steel and whom he remained until 1868. Canada, retaining his Sheffield in Montreal in the following on his own account as a Merchant. He soon extended the manufacture of axles, etc.) This was in department has since greatly leading Railways of the coun- able as being the only Cana- strongly in favor of Free his other business he is sole White Star Line of Steam- with the Board of Trade for Justice of the Peace for over Governor of both the Mon- Dame Hospitals. He is one of the oldest and most enthusiastic members of the Montreal Hunt Club. Perhaps, however, the feature of his character which has, above all, endeared him to the community in which he lives, is the liberality and sympathy he has always exhibited towards the working classes.



## GEORGE HENRY HANNA, MONTREAL WAREHOUSING CO.

Among the grain shipping merchants of Montreal there are few men better known than Mr. GEORGE HENRY HANNA, the present Manager and Secretary of the Montreal Warehousing Company. He is a native Canadian, having been born in this city in 1846 and educated at the Hick's Model School, and afterwards at the Molson's College. In 1869 he entered the service clerk and by strict attention in the service until in 1873 This office he filled to the discerned and after a few years pointed Manager as well as The business of this corporation until now it has assumed and is conducted to the satisfaction with which the large transhipped being surprising Hanna is a Director of the Life Member Mechanics' In-Caledonian Curling Club. Fifth Royals and was one of out to do duty during the 1870 acting in the capacity been a member of the Corn Exchange for over twenty years and upon the amalgamation of that body with the Board of Trade in 1887 he became a member of the latter and is also closely allied with the Corn Exchange Association. There are few members of the old Corn Exchange so popular as Mr. Hanna.



## ALEXANDER

Mr. ALEXANDER, a native of Scotland, came to Canada for education at the University of Toronto, graduated as B.A. and entered the service of the wholesale Druggery business. He remained when he became a partner with Robertson, severed his connection after several years of his period Mr. Robertson every plan in 1887 he returned to Montreal and pointed Secretary of the Rifles, and retired with the present time. He was appointed a member of the Conservative, him to pay no spare time to

## JULIEN NAPOLEON BEAUDRY, REAL ESTATE AGENT.

Mr. JULIEN NAPOLEON BEAUDRY, who for so many years was the well-known Secretary-Treasurer of the Richelieu and Ontario Navigation Company, was born in Montreal in 1834 and educated at the Montreal College (The Grand Seminaire). His first start in business was in 1852 as book-keeper for Edward Gauthier, Merchant Tailor. In 1855 he entered the service of Leon Hurteau, Lumber Merchant, and after three years he joined the service of the Richelieu Company as Assistant-Secretary which position he held until 1861 when he was made Secretary-Treasurer and continued to fill that responsible office till quite recently. He has been held in high ways been held in high esteem by the Directors and Shareholders of the company whose confidence he fully enjoyed. Mr. Beaudry is a man of extraordinary business capacity and his courteous and genial disposition has made him a trading and travelling public favorite with the numerous mercantile societies in which he takes time to time. He has been a member of the Board of Trade in 1887 every project for the development of Canada. Having been a member of the Board of Trade in 1887 he has so ably filled with the Richelieu Company for thirty-five years he has established himself in the Real Estate business and as agent for financial transactions of all kinds and a valuator of properties. In politics Mr. Beaudry is a Conservative, but his busy business life has not allowed him to devote much time to their study.



Mr. JOHN MONTREAL, in native of Scotland, spent the greater experience. He joined the service of the Montreal wharf as a number of whose name was so long from this city. U from business on his own and connected with great success and numerous mercantile time to time. He was a member of the Board of Trade in 1887 every project for the development of Canada. Having been a member of the Board of Trade in 1887 he has so ably filled with the Richelieu Company for thirty-five years he has established himself in the Real Estate business and as agent for financial transactions of all kinds and a valuator of properties. In politics Mr. Beaudry is a Conservative, but his busy business life has not allowed him to devote much time to their study.

## ALEXANDER ROBERTSON, B.A., SECY.-TREAS. HARBOUR COMMISSIONERS.

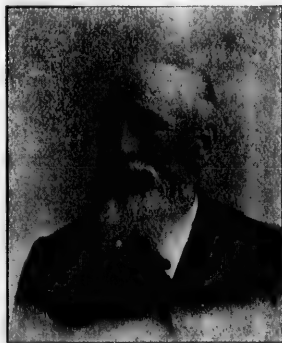
MR. ALEXANDER ROBERTSON, Secretary-Treasurer to the Harbour Commissioners is a native of Scotland, where he was born in the year 1850. At the age of two years he came to Canada with his parents who settled in Montreal. Mr. Robertson received his education at the High School, and afterwards at McGill College, from which he matriculated as B.A., at the age of entered the services of Messrs. wholesale Dry Goods mer-  
 ness. He remained with that when he became a partner Robertson, Linton & Co. severed his connection with years of his life were de-  
 period Mr. Robertson made ing every place of interest, 1887 he returned to Montreal, pointed Secretary-Treasurer  
 ers, which position he has present time. In 1873 he Rifles, and remained with retired with the honorary appointed a Justice of the  
 a member of the Board of Trade since the year 1880, and in politics is a Liberal Conservative, but his duties in the important office which he holds makes it impossible for him to pay particular attention to this branch of Canadian public life. He devotes his spare time to literature in preference to politics.



nineteen years. In 1870 he Robertson, Stephen & Co., chants, to learn that busi-  
 firm until January 1st, 1882, in the well known firm of At the beginning of 1885 he  
 this firm and the next two voted to travel. During this a tour round the world, visit-  
 historic and otherwise. In and soon afterward was ap- to the Harbour Commission-  
 continued to hold up to the joined the 1st Prince of Wales that corps until 1880, when he  
 rank of Captain. He was Peace in 1892. He has been

## JOHN R. ARNOTT, CUSTOMS' WAREHOUSEMAN.

MR. JOHN R. ARNOTT, whose name is so well known throughout commercial circles in Montreal, in connection with the Warehousing and Customs Brokerage business, is a native of Scotland where he was born in the year 1834. He received his education and spent the greater part of his early life in England where he also gained his first business  
 ada in 1872 and settled in ded ever since. He was for  
 vice of Mr. Anthony Force, commercial circles and who the warehousing business in  
 ment of the latter gentleman ago, Mr. Arnott commenced  
 over Mr. Force's business he has conducted the same entire satisfaction of the nu-  
 real whose goods he has from He has been a member of the and has always taken an in-  
 ted to promote the commer- cially in matters connected which he is most closely  
 for many years a prominent



member of the Masonic Order and has held important offices in connection with that body in the Province of Quebec and is also associated with several benevolent and charitable institutions in the city. In politics he is a Conservative, but so far has taken no particular interest in party affairs.



MONTREAL STREET

The history of the Montreal Street Railway, from the time the first rail was laid down in September, 1861, up to the present, is so fraught with stirring incidents, (especially during the the past two years), that it would require almost an entire volume in itself to do the subject justice. Space will not, however, admit of this, and the sketch of the Company's progress since its inception must be brief. To Montreal belongs the credit of being the first city in Canada to possess a street railway. Like every other deviation from the old beaten track the innovation met with a great deal of opposition, and many were the prophecies that dire results would attend the running of a line of railway through the streets of the city. This pessimistic idea had taken such a strong hold of the majority of the people that it was a long time before the good people of Montreal could be made to reconcile themselves to the new mode of locomotion. Gradually, however, they began to see that the street railway was a great boon to the travelling community. Covered cars, quick transit, and every other convenience had the desired effect and the Montreal Street Railway Company soon came to be looked upon as absolutely essential to the welfare of the citizens of this great commercial metropolis. It was on the 26th of November, 1861, that the first car was placed on the track, and many were the onlookers to witness the virgin trip. Since that date one section of the city after another has been invaded, until now every main thoroughfare has its line of rails with a car service second to none in America. On all the main lines the service is every three minutes, so that no passenger has long to wait before he can get a means of conveyance to his destination. On the branch lines and in the sparsely populated districts the service is so arranged as to

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MONTREAL STREET RAILWAY.

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be commensurate with the requirements of the public. Since the memorable 18th of September, 1861, when the ground was first broken, up to the present, the Montreal Street Railway has had a hard road to travel. Beset with difficulties, and determined opposition on all sides, the company has struggled on and gradually but surely established itself as one of the most essential institutions in the city. As recently as last year it met with perhaps the most bitter opposition that it has experienced since it was first established. This was the occasion when the company sought an extension of their charter and were opposed by three other companies, who were anxious to secure the much-coveted prize. The matter was discussed in Sub-Committee, Committee, and Council for several weeks, with the result, that the Street Railway Company got an extension of their charter. By way of shewing the City Council that they were justified in giving this extension, the company determined to keep the tracks clear of snow during the winter and in this they succeeded beyond all expectation. For the first time in the history of the company the cars were kept on wheels throughout the season, a thing that had never been dreamt of before. The present executive of the company have already given proof of their ability and enterprise and with the introduction of electric cars have revolutionized the system of street travel. The old horse-car is fast giving way to the electric car, and the journey along the street is far more expeditiously performed than in the past. Every day sees some further development in this direction, and, ere long, Montreal will have an electric car service throughout the length and breadth of the city.



## BANKING AND FINANCE

THERE is no denying the established fact that if the Banking interest of a country is in a sound condition the country is prosperous, and perhaps there is no new country to which this can be more truly applied than Canada. During the past few years this has been universally admitted, and when we deal with months in place of years, the comparison in favor of Canada is all the more palpable. Without entering into any invidious comparisons or pointed allusions to the numerous and gigantic failures that have paralyzed the Financial world, none of which occurred in Canada, it is sufficient to say that there is no new country under the sun where the banking institutions, as a rule, are on a sounder basis or a surer footing than in this Dominion. If this applies to Canada, as a country (and it does), it is still more applicable to Montreal as the great Financial and Commercial Metropolis of the Dominion. Montreal is the centre of both, and the stability of its monetary institutions has long been the admiration of the world. The development of its financial strength is an interesting and instructive study, and it is to this that we must confine ourselves in the present article. It is impossible to deal with the subject without making allusion to Banking institutions that had their origin outside the city. There are several of these with established branches here, now doing a large business in Montreal, and thereby contributing materially to her prosperity. These will be touched upon in due course, but as the object of this work is to show, from a financial and commercial point of view, what progress has been made since the Board of Trade was established, half a century ago, we must confine ourselves practically to that period.

At the time of the establishment of the Montreal Board of Trade, there existed here in all eight banking institutions and agencies. These were the Bank of Montreal, the City Bank, La Banque du Peuple, the Bank of British North America, the Bank of Upper Canada, the Commercial Bank of the Midland District, the Montreal Savings Bank, and the Provident and Savings Bank. As their names imply, the two latter were Savings banks only; the Upper Canada, and the Commercial were agencies only, head offices being respectively in Toronto and Kingston; both have long since ceased to exist. The four first mentioned still remain, and their business has grown vastly from the modest figures which then represented the turnover of each.

The advance in banking in Montreal has been very great, as will be apparent from the following table:

	Capital.	Deposits.	Circulation.	Discounts.
1858.....	\$13,457,904	\$ 6,123,058	\$ 6,205,866	\$26,803,031
1868.....	18,781,283	20,388,171	2,462,317	28,107,554
1878.....	33,805,111	30,718,571	10,147,420	58,740,757
1888.....	27,554,396	43,480,428	13,503,531	53,240,219
1891.....	27,555,016	58,882,336	14,312,143	74,738,880

The first bank established in Canada was the BANK OF MONTREAL. This institution was founded in 1817, on the third day of November, and its career since that memorable date has been one of steadily increasing prosperity. From the time of Mr. John Gray, its first President, down to the present date, when Sir Donald A. Smith so ably fills that honored position, the affairs of the bank have been handled with remarkable skill, ability, and foresight. "Where caution marks the guarded way" has been the motto, and to this may be attributed in a great measure the success which the bank has achieved.

The original Directors were George Garden, Horatio Gates, James Leslie, John Forsyth, Thomas Porteous, Thomas Hain, F. W. Ermatinger, James Millar, Thomas Torrance, Austin Cuvillier, Peter McCutcheon and David David. As already mentioned the first President was John Gray, who had been a successful North-West trader, and the first Cashier was Robert Griffin.

The beginning was small, offices being rented for £150 a year, and the work was

placed in the business was opened and in the following

The story of the bank's growth is a long one; in 1845 it had a capital of \$12,000,000 and one of the "What the bank has done" The "rest" of the present time is a depression, for

In addition to the issues drafts for and transacts drafts on New which the bank concern reared

In addition to the Dominion, it has dependents in 1

The recent loans for the and confers a

Its present K. C. M. G., Hugh McLen Angus, W. H.

THE MONTREAL established in time being a paid-up capital of Jackson Rae volumes for 5 after the four

In 1806 by the Merch in 1875 the re profit of \$834

Times of Bank had to Mr. Jackson The Hon. John the management everything de half millions, been carefully

The pres Andrew Allan The director Dominion.

## AND FINANCE.

placed in the hands of Mr. Robert Griffin, cashier, one teller and one accountant. Business was opened on a paid-up capital of \$350,000; in 1819 it was increased to \$650,000, and in the following year to \$750,000.

The story of the increase in the paid-up capital of the bank is one of the most remarkable things in the history of banking. In 1829 the capital was \$850,000; in 1841, \$2,000,000; in 1845, \$3,000,000; in 1855, \$4,000,000; in 1860, \$6,000,000, and in 1873 it had risen to \$12,000,000, at which it now stands, the largest capital on the American continent, and one of the firmest banking institutions in the world. Hence the well-grounded adage, "What the Bank of England is to Great Britain the Bank of Montreal is to Canada." The "rest" or reserved profits have also increased from \$4,168 in 1819, to \$6,000,000 at the present time. This has several times stood the shareholders in good stead in times of depression, for among other things it was an earning power.

In addition to a general banking business in loans, discounts and deposits, the bank issues drafts to all points in the Dominion, letters of credit available in China, Japan, etc., and transacts an enormous business in the purchase and sale of sterling exchange and drafts on New York. The Bank of Montreal is pre-eminently the financial institution of which the Canadian feels proud. It is pointed to as the model of a New World monetary concern reared upon a financial basis second to none on this continent.

In addition to the control of nearly 40 branches, established at various points in the Dominion, it is also well represented in Great Britain and the United States, with correspondents in India, Australia, China, Japan, etc., encircling the globe with its ramifications.

The recent arrangements by which the Bank of Montreal undertook to float all civic loans for the Corporation of Montreal is highly creditable to the Executive of the Bank, and confers a substantial boon on the tax-payers of this city.

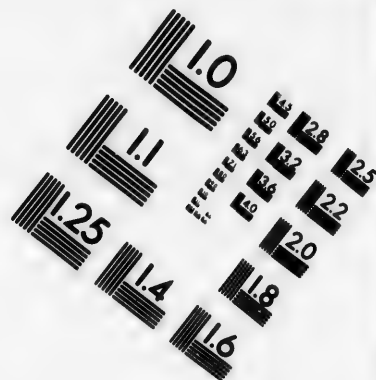
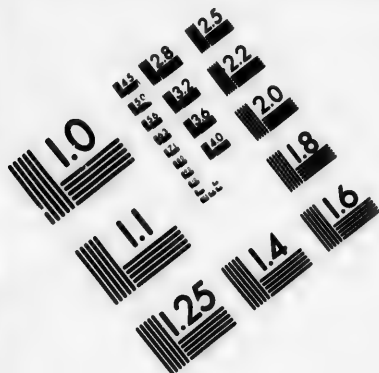
Its present officials are: Board of Directors—President, Hon. Sir Donald A. Smith, K. C. M. G., M. P.; Vice-president, Hon. G. A. Drummond, Senator; A. T. Paterson, Hugh McLennan, E. B. Greenshields, W. C. McDonald, Hon. Sir J. J. C. Abbott, R. B. Angus, W. H. Meredith; general manager, E. S. Clouston.

THE MERCHANTS' BANK OF CANADA, better known as the "Merchants' Bank," was established in 1864. The idea originated with Sir Hugh Allan, the general opinion at the time being against the venture, but Sir Hugh, nothing daunted, established the bank with a paid-up capital of \$100,000, a strong Board of Directors, himself as President, and Mr. Jackson Rae as Cashier. The years of prosperity which followed its establishment spoke volumes for Sir Hugh's foresight, and the capital increased year by year, until five years after the founding of the bank its capital stood at \$6,000,000.

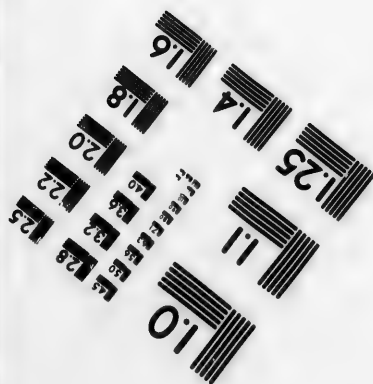
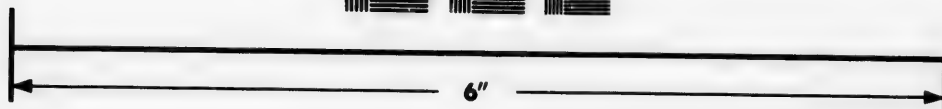
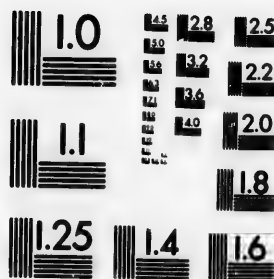
In 1866 the business of the Commercial Bank of Canada, Kingston, was taken over by the Merchants' Bank. For many years the success of the bank was uninterrupted, and in 1875 the report gave a paid-up capital of \$8,102,046.67, a rest of \$1,850,000, and a net profit of \$834,292.84, which allowed a dividend of 5 per cent.

Times of commercial depression had been entered upon, however, and the Merchants' Bank had to endure its share of suffering. During the year 1876-77, the general manager, Mr. Jackson Rae, resigned his position, and Sir Hugh Allan vacated the president's chair. The Hon. John Hamilton was elected president, and Mr. George Hague of Toronto took the management of the bank's affairs. The institution was then placed upon a sound basis, everything dead being written off. The capital account was cut down about five and a half millions, and the reserve fund to \$750,000. Since then the affairs of the bank have been carefully and successfully managed.

The present capital is \$5,700,200, with a rest of \$2,510,000. The president is Mr. Andrew Allan; vice-president, Robert Anderson, and general manager, Mr. George Hague. The directorate includes some of the best known business men and capitalists of the Dominion.



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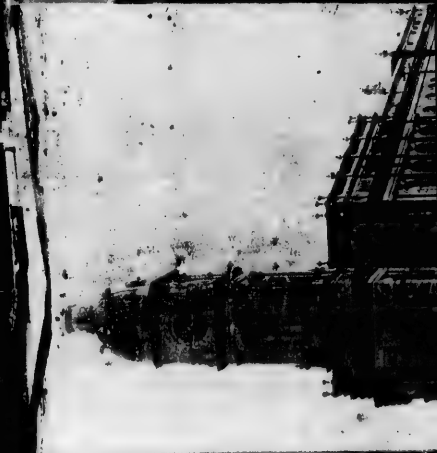
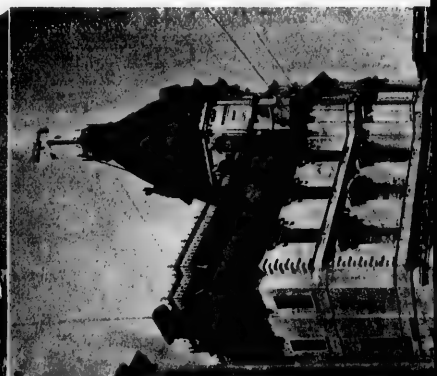


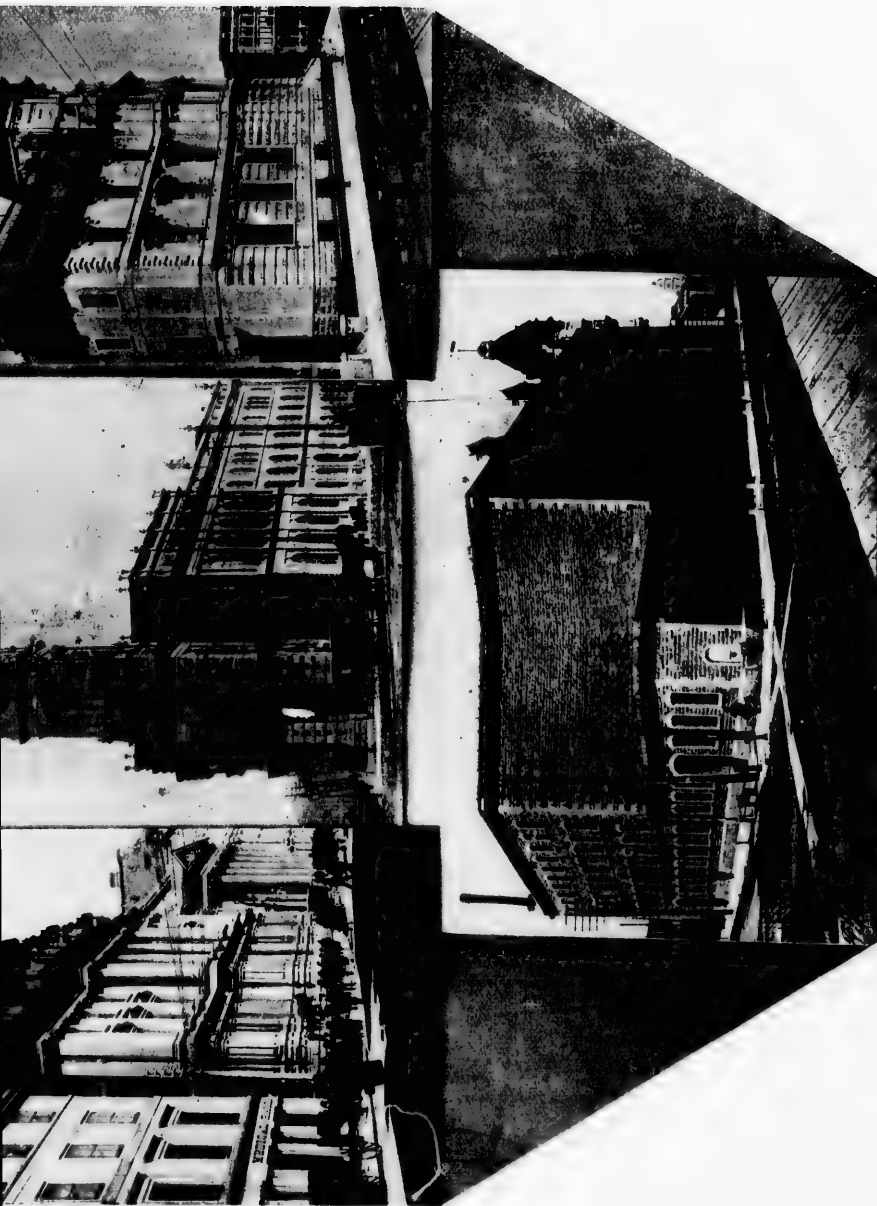
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H. M. Customs,  
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PUBLIC BUILDINGS.

THE CANADIAN BANK OF COMMERCE is one of those previously alluded to as not having been originally established in Montreal. It will, however, be seen from the following brief sketch of the bank's history that it is really a worthy scion of the parent Canadian Bank (Montreal).

In 1867 the Hon. Wm. McMaster, one of Ontario's leading merchants, realizing fully the financial position of the country, and the necessity of increased facilities to meet the requirements of the increased business, both in exports and imports, resigned his position as a director of the Bank of Montreal and established the Canadian Bank of Commerce, of which he became its first president. Those associated with him in the directorate were Messrs. H. S. Howland as vice-president; W. A. J. Macdonald, Wm. Elliott, John Taylor and J. S. Stayner. The original capital was \$1,000,000, which was increased at intervals, until in 1874, it reached its present amount, \$6,000,000. This makes it next to the Bank of Montreal, the largest paid-up capital in the Dominion. It has also a reserve fund of \$900,000.

The Montreal Branch of the bank, now located at 157 St. James street, was established on September 16, 1870, by the late J. G. Harper, who subsequently organized the New York office, and under his direction the new branch rapidly advanced in public favor.

The present manager is Mr. A. M. Crombie, who has had nearly 40 years of Banking experience, and under his supervision and an able office staff the institution is becoming increasingly popular, and is steadily extending the sphere of its operations. The present officers are:—President, George A. Cox, Toronto; vice-president, John I. Davidson; general manager, B. E. Walker. The head offices are in Toronto.

LA BANQUE DU PEUPLE, another of the prominent banking institutions here half a century ago, was opened for business on the 11th July, 1835. It was the first of what may be called the French banks of the city, and from the first did extensive business among our French speaking citizens. In 1842 its managing officials were L. M. Viger, President, Jacob Dewitt, Vice-President, and the following Board of Directors: John Donegani, P. Beaubien, J. F. Allard, T. Franchère, H. H. Smith, P. Jordan, R. Trudeau, P. Dunn, A. Tulloch, A. E. Montmarguey, and A. Sauvageau. Its office at that time was in St. Francois Xavier street, near St. Sacrament street; subsequently, on the removal of the Bank of Montreal to its present premises, the Banque du Peuple acquired the handsome building thus vacated. In 1873 this property was purchased by the Dominion Government for the site of the present Post-Office. The offices of the bank were removed to their present building on St. James street, east of the Place d'Armes. Up to 1845 it was a semi-private institution, but in that year it obtained a charter, and has since steadily pursued a cautious and safe policy in its administration. No speculative business has been indulged in, and it has in consequence avoided many of the rocks upon which one or two of its competitors split. Its business is a high-class one in every respect, and has developed so much of late years that larger premises are now found necessary, and a new and commodious building will soon be begun. It has, to-day, a paid-up capital of \$1,200,000, a reserve fund of \$550,000, and last year paid its shareholders a dividend of 6%. Its present Cashier and Manager is Mr. Bosquet, an officer highly respected in banking and commercial circles.

THE CITY BANK, a prominent institution in the city in 1842, was sixteen years younger than its larger rival, the Bank of Montreal, having been established in 1833, and opened for business on the first of November in that year. Its capital was £200,000. It occupied for many years the premises on St. Paul Street now occupied by Messrs. Greene Sons & Co., subsequently erecting the well known building at the corner of St. James Street and Place d'Arms Hill, which was purchased and built upon a few years ago by the Imperial Insurance Company. In 1842 John Frothingham was president, and John Henderson vice-president, C. H. Castle being the cashier. Its circulation at that date was £112,225; it carried deposits of £46,872, and the discounted notes and open accounts due the bank amounted to £350,000. In 1875 it, together with the Royal Canadian Bank, was merged into the "Consolidated Bank of Canada," with the office of the new institution in the old City Bank premises on Place d'Armes Square.

Of regular banks, not devoted exclusively to savings, the MOLSONS was the first to appear during the last half century. As indicated by the name, the bank was founded by the Molson family, the old-established and wealthy brewers of this city, and the bank was

for the first time became a public company. It was founded by four other directors, Messrs. Molson and of E. & V. L. street, subsequently offices until 1854. Sache was then succeeded by James Elliott, under the management of a dividend, and figures being

Five years after it opened in the city and of the City Bank, No. 69 St. James street, this city.

THE QUEBEC BANK, in Montreal, Bank, but in Square, and Notre Dame premises in

The commercial business in the city and agencies opened at New Orleans. On the extension of the bank changed its name, viz., at the close of the year will do great

The Bank of Montreal began business in 1817, Street, under the management of the Board of Directors, H. Paré, President, and its present premises Place d'Armes, \$500,000 its capital, and its present president

In the summer of 1833, Nos. 35 and 37, subsequently office and business

The Bank of Montreal business at the corner of St. James Street and Place d'Armes Hill, which was purchased and built upon a few years ago by the Imperial Insurance Company. In 1842 John Frothingham was president, and John Henderson vice-president, C. H. Castle being the cashier. Its circulation at that date was £112,225; it carried deposits of £46,872, and the discounted notes and open accounts due the bank amounted to £350,000. In 1875 it, together with the Royal Canadian Bank, was merged into the "Consolidated Bank of Canada," with the office of the new institution in the old City Bank premises on Place d'Armes Square.

THE BANK OF MONTREAL, many years ago, ample patronage in 1836, by the city, and conducted under the management of the bank

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for the first two years a private bank only. In 1855, however, it was incorporated and became a public institution. The first president was William Molson, and three out of the four other directors were members of the same family, viz., Hon. John Molson, J. H. R. Molson and Thomas Molson. The other director was E. Hudon, senior member of the firm of E. & V. Hudon, of St. Paul street. Its first office was at No. 11 Great St. James street, subsequently removing to the premises now occupied by the Shedden Company's offices until about 1866, when the present handsome building was erected. Mr. William Sache was the first cashier and manager, and held that office for seventeen years. He was succeeded by Mr. F. Wolferstan Thomas, who is the present general manager, with Mr. James Elliot in charge of the Montreal office. The bank has been uniformly successful under the management of these gentlemen, pays its shareholders an eight per cent. dividend, and is the only Montreal bank whose reserve fund exceeds its paid-up capital, the figures being respectively \$1,150,000 and \$2,000,000.

Five years after the establishment of the Molsons Bank two new agencies were opened in this city. These were the branches of the Ontario Bank, of Bowmanville, U.C., and of the Quebec Bank of the city of the same name. The office of the former was at No. 69 St. Francois Xavier street, and was under the charge of Henry Starnes, M.P.P., of this city. In 1864 the handsome and commodious premises on Place D'Armes, now occupied by this bank, was erected for its use.

THE QUEBEC BANK, the first few years of its agency here, did what business it had in Montreal through La Banque du Peuple. In 1864 this was transferred to the Ontario Bank, but three years later a separate office was opened; it was also on Place D'Armes Square, and was managed by William Rhind. Subsequently the office was removed to Notre Dame Street, near St. Francis Xavier Street, and finally in 1891, to its present premises in the New York Life Building.

The completion of the Victoria Bridge, and the consequent general expansion in business in this city, led in a short time to the establishment of several additional banks and agencies. The first of these was the branch of the Bank of Toronto, which was opened at No. 9 Great St. James Street in 1860 under the management of Mr. A. Munro. On the extension of the Barron buildings, the office was removed there, and has never since changed its *locale*. It has, however, recently purchased one of the finest sites in Montreal, viz., at the corner of McGill and St. James Streets, and will there erect a building which will do great credit to both bank and city.

The Bank of Toronto was soon followed by the Banque Jacques-Cartier, which began business on the 18th of May, 1862. Its head office was at No. 19 Great St. James Street, under the management of H. Cotté; J. L. Beaudry was the first President, while the Board of Directors consisted of Louis Boyer, V. Hudon, C. S. Rodier, J. B. Beaudry, H. Paré, P. M. Galmean, and L. J. Belmeau. About 1872 its building which now ornaments Place D'Armes Square was put up and occupied by the bank. On its capital of \$500,000 its last dividend was 7 per cent., and the bank is now in a flourishing condition. Its present premises are a very valuable asset, and steadily increasing in value.

In the same year a branch of the London and Colonial Bank (Limited) was opened at Nos. 35 and 37 Great St. James Street, under the management of C. S. Smithers, who subsequently became General Manager of the Bank of Montreal. Two years later the office and business was transferred to the International Bank of London.

The BANQUE NATIONAL of Quebec entered the Montreal field in 1873, and conducted its business at first through the Banque du Peuple. In July, 1872, a branch office was opened on Place D'Armes Square under the management of Mr. Paquet. The business of the institution has steadily increased, and the bank now occupies elegant and commodious offices at the corner of St. James Street and Place D'Armes Hill.

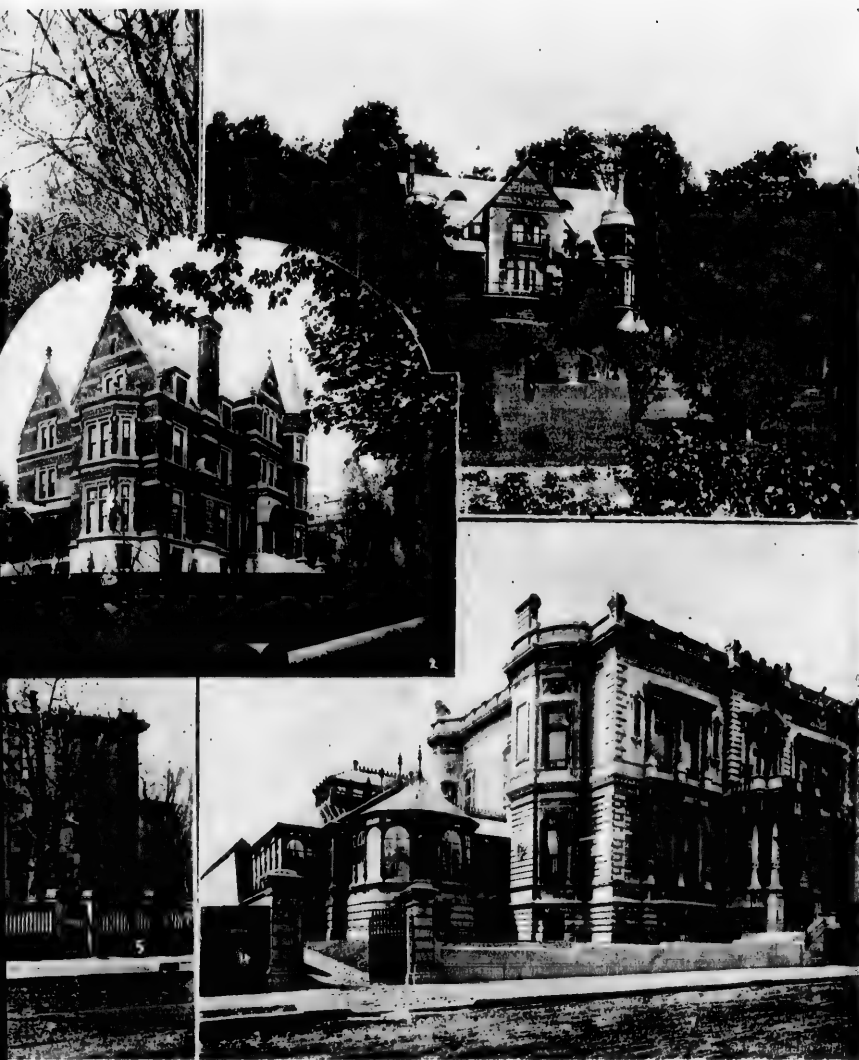
THE BANK OF BRITISH NORTH AMERICA is an institution which, differing as it does in many respects from its confreres, and representing only English capital, has always had ample patronage from our oldest and most conservative merchants. It was established in 1836, by prominent London merchants, and on the 8th March, 1837, a branch was opened in this city, the head office being always retained in London. Its business was at first conducted under a variety of legislation, including special Acts from each province where it did business, as well as an Imperial Act. In 1840, however, it obtained a Royal Charter





1. A. F. Gault, Esq. 2. R. B. Angus, Esq. 3. George Hague, Esq.

SOME PRIVATE HOUSES



1. Esq. 3. George Hague, Esq. 4. Lord Mount-Stephen. 5. John Molson, Esq.

SOME PRIVATE HOUSES

which covered all its operations in the United Kingdom and British Colonies. At a critical time, that of the Rebellion of '37, the bank brought into this country a large amount of money, and thus materially assisted in restoring confidence and avoiding financial panic. In 1842 the business here was managed by David Davidson, with James Ferrier, J. T. Browdgeest, Thomas Kay, and William Dow, as local directors. Its first office was on Great St. James street, and within a very few years the handsome building now occupied by the Bank was erected for its use; it was opened in 1844. The present General Manager here, Mr. R. R. Grindley is a veteran in his profession, having a record of 30 years service, and, under his management, its business has been both highly progressive and profitable.

The Montreal agency of the BANK OF UPPER CANADA, (the head office of which was at Toronto), was opened on the 1st of September, 1838, at No. 17 St. James street; Joseph Wenham was the first manager here, he being succeeded by Edward Goldsmith. Mr. E. T. Taylor subsequently assumed the management and conducted its affairs until the doors were closed under instructions from the head office, Toronto, in 1866. The Montreal branch did a large business, especially in transactions with London; the Commissariat account was kept there, as also that for the construction of the Victoria Bridge.

Kingston banking interests were also represented in Montreal half a century ago by a branch of the COMMERCIAL BANK of the Midland District. The agency was opened here in 1840 at No. 11 Great St. James street, subsequently removing to an elegant building adjoining the Oddfellows Hall on the same street. Thomas Wilson was the resident agent in 1842. This institution continued to exist with varying success until 1868 when it was forced to suspend; its business was offered for sale and was purchased by the Merchants' Bank of this city which took over the control and continued the greater number of the various branches of the defunct institution. Its Montreal office, of course, ceased to exist, its business being absorbed in the Merchants.

THE MONTREAL SAVINGS BANK was the pioneer institution in the city which accepted small deposits from workmen and others of limited means, and thus did much to encourage habits of thrift among our people. It was, however, very limited in its scope, confidence in banking houses at that time being not shared in to a great extent by those classes to whom savings banks most appealed. It was for many years open for business on Mondays only, and then but for two hours. Its office was on the premises of the Bank of Montreal; and about the year 1855 it was taken over by that institution and became part and parcel of the larger bank, still retaining its character as a Savings Bank. In 1842 its chief official was James Finlay.

THE PROVIDENT AND SAVINGS BANK, the last on our list of banking houses in existence when the Board of Trade was formed, was instituted on the 1st of October, 1841. William Lunn was President, J. T. Browdgeest (the first president of the Board of Trade) and John Redpath were Vice-Presidents, and its affairs were supervised by a board of prominent merchants. Its office was at No. 177 Notre Dame street, subsequently removing to Great St. James street. It came to grief, however, in 1848, owing, it is said, to imprudent advances on real estate, which could not be realized on when wanted.

The first addition to the above list of banking institutions was in the establishment of the Montreal City and District Savings Bank. In 1846 it was founded with fifteen managing directors chosen from some sixty honorary directors. They were: William Workman, Alfred Larocque, Jos. Bourette, L. H. Holton, Sir Francis Hincks, Damase Masson, Henry Mulholland, Pierre Beaubien, Henry Judah, Charles Wilson, Joseph Grenier, John E. Mills, Nelson Davis, John Tully, Jacob DeWitt, L. T. Drummond. For the first two years the bank progressed quietly, with one mishap, which might have proved serious but for the devotion of the directors, who, although unpaid for their services, subscribed their names to notes to meet a loss resulting from depreciation of City Bank stock. There was no stock or accumulated profits at the time to secure deposits, and only this act of the directors saved the bank from ruin, and enabled it at a future time to recoup the loss.

The amounts due depositors by the City and District Savings Bank were: in 1847, \$250,702; in 1848, \$178,241; in 1849, \$153,770; 1853, \$273,994. But from this time progress was rapid, each year showing a large increase in business except in the years 1854, 55 and 1857. In 1870 the amounts due depositors was \$2,880,769; the number of depositors 9,362, with an average of \$307.68 for each depositor. The bank has had its times of

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hardness and difficulties; it has been converted from a purely benevolent institution into a joint stock concern, and its enemies have been many. But the management has been equal to every emergency, meeting all drains without having to pledge any of the bank's securities, or to call in any of its loans.

The first manager was Mr. John Collins, who left the bank in 1855. He was succeeded by Mr. Edmond J. Barbeau, who, entering the bank in 1850, retired in 1880; after thirty years faithful service, he was succeeded by his brother, Mr. Henri Barbeau, who is the present manager, and who during his short connection with the bank has given evidence of the possession of qualities which eminently fit him for the position.

The subscribed capital is \$2,000,000, with paid-up capital of \$600,000 and rest of \$300,000.

The president is Hon. Edward Murphy and vice-president, R. Bellemare.

The MECHANICS' BANK came into existence in 1865, under the presidency of Walter Shanly, M.P.P., with Alex. Molson as vice-president and managing director; the other directors were John Atkinson, A. W. Ogilvie and Hon. Thos. D'Arcy McGee, M.P. Its first office was at No. 86 Great St. James street, but was subsequently removed to the west end of the buildings on Victoria square, now occupied by Thos. May & Co. The Bank got into financial trouble and finally suspended payment in 1879.

On 1st August, 1867, the UNION BANK OF LOWER CANADA, whose headquarters were at Quebec, opened a branch here under the management of J. P. Kirk. Its first office was in the Merchants' Exchange on St. Sacrament street, but was soon after removed to the premises at corner of St. John and Notre Dame streets. Here it remained until a year ago when it occupied its present handsome offices in the Sun Life Assurance Company building on Notre Dame street. Mr. Geo. H. Balfour is the Manager of the Montreal branch.

The EXCHANGE BANK OF CANADA, which was incorporated in 1872, had quite an eventful history during the ten years of its career. Its office was at No. 60 St. Francois-Xavier street, and the original Board of Management was made up of M. H. Gault, President; T. Caverhill, Vice-President; and E. K. Greene, T. Tiffin, W. Rodden and A. W. Ogilvie, Directors. The Bank suspended on the 7th of August, 1879, but re-opened on the following 4th of November. In 1881 its capital was reduced from \$1,000,000 to \$500,000; but in September, 1883, it was again forced to stop payment, and this time the stop was a final one. A winding-up order was granted on 22nd November, 1883, and liquidators appointed a few days later.

LA BANQUE VILLE MARIE, founded in 1872, has always taken a prominent part in financial transactions among our French speaking citizens. D. E. Papineau was the first President, and J. A. Leclerc, Vice-President, with a Board composed of E. H. Trudel, T. Wilson, A. Boyer, C. Lacaille, and P. P. Martin. It came to grief during the financial storm of 1879, but the capital was cut down to \$500,000 and the bank resumed business. For many years it occupied the premises at the corner of St. James Street and St. Lambert Hill, but a short time ago removed to the office in the old Standard Building on St. James street, formerly occupied by the Canadian Bank of Commerce. Here Mr. Weir, the President and Manager, controls and directs the business of the bank. A dividend of 6 per cent. was paid last year on a paid-up capital of \$479,500.

On 6th April, 1874, LA BANQUE D'HOCHELAGA made its bow to the public, under the auspices of F. X. St. Charles, President; C. Melancon, Vice-President; and J. Leduc, M. Laurent, and C. H. Letourneau, Directors. Its offices were at the corner of Notre Dame and St. Francois Xavier streets, but were, a few years ago, removed to the Imperial Building in St. James street. This bank can boast of never having had to reduce its capital stock—a feature which few if any of its French *confreres* can lay claim to. Its business has had its vicissitudes, but on the whole has shown steady progress. It has a paid-up capital of \$710,100, and a reserve fund of \$200,000, and paid a six per cent. dividend last year.

THE CONSOLIDATED BANK, another celebrated institution in Montreal banking annals, saw the light in 1876. It was the outcome of a combination of the City and Royal Canadian Bank, and started under the most favorable auspices. It had a capital of \$4,000,000—a President of no less financial experience than Sir Francis Hincks—and a Directorate composed of men in the highest standing in the community, including R. J. Reekie, (Vice-



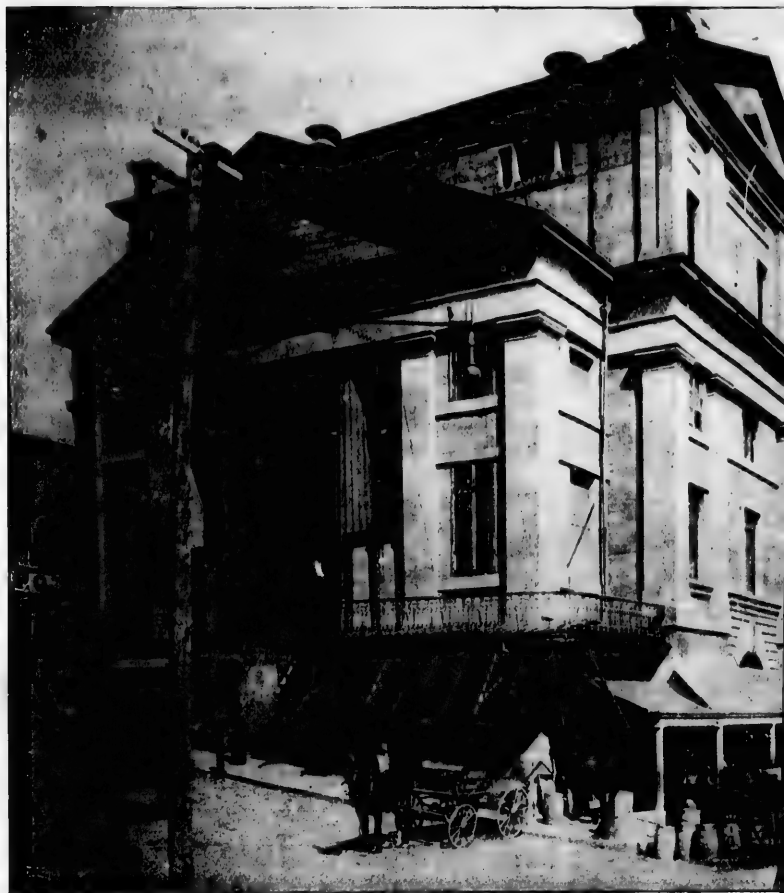
ST. JAMES CLUB



ST. JAMES CLUB.



VICTORIA SQUARE.



BONSECOURS MARKET

President) Hon. Alex. Campbell, John Grant, R. Moat, Hugh Mackay, W. W. Ogilvie, John Rankin, Romeo H. Stephens, and H. J. Tiffin. In spite of this apparently strong showing, it met with trouble almost from the first. A large quantity of comparatively worthless paper was discounted unknown to the directors, and this had much to do with the subsequent "run" on the bank, and its final suspension.

THE METROPOLITAN BANK was another institution which existed in the seventies, but its business was small, and it lasted for a few years only, eventually (in 1877) going into liquidation. Hon. Henry Starnes was President.

Within the past few years two Halifax banks have come into the Montreal field. These are the BANK OF NOVA SCOTIA and the MERCHANTS' BANK OF HALIFAX. The office of the former is at the corner of St. James and St. François Xavier streets, and is under the

management of St. Francis of these inst aided in the Provinces.

A feature of these inst is the subscribed capital "rest" or reserve fund included in this city.



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management of Mr. T. V. Macdonald; the " Merchants, of Halifax " office is at the corner of St. Francois Xavier and Notre Dame streets, and is managed by Mr. E. L. Pease. Both of these institutions have done very well since the branches were opened, and materially aided in the quick despatch and extension of business between this city and the Maritime Provinces.

A feature of the banks whose head offices are in Montreal is that out of a total subscribed capital of \$27,776,776 only \$20,500 is not paid up, while the total aggregate " rest " or reserve fund foots up to \$12,138,333, barely \$1,000,000 less than the combined reserve funds of all the other banks in Canada. The BANK OF BRITISH NORTH AMERICA is included in this estimate as a Montreal institution, its head office for the Dominion being in this city.



## HANSON BROS.

## EDWIN HANSON.

Among the most prominent Financial firms in the City of Montreal is that of MESSRS. HANSON BROTHERS, Accountants, Debenture Brokers, Trustees, Commissioners and Financial Agents, who have been established here for the past twelve years, and who have during that time established themselves in a thoroughly sound position.

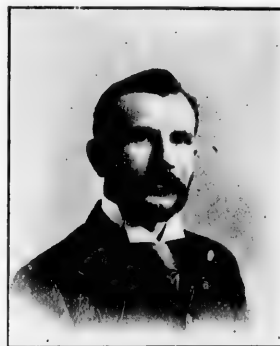
Mr. Edwin Hanson, although the junior in years, may justly be looked upon as the senior member of the firm, view, as he had been established in the city for ten years brother, Mr. William Hanson by birth and is now in his educated in his native country 1870 and finally settled in company with his brother, now resides in London, of the Financial Firm of firm of Hanson Bros. was Mr. Edwin Hanson has had successful career and has been and developing a number of Canada, most of which have and have contributed materially to the prosperity of the Canadian trade and commerce extraordinary energy and esteemed in financial and his active life and the time may be gathered from the following offices he has to attend to. He is a director of the Quebec and Lake St. John Railway, the Glasgow and Montreal Asbestos Co., of the Temple Electric Co., and also of the Montreal and Kootenay Mining Co., and in the management of all these he takes an active part and seldom misses attending any of the Board meetings of these governor of the Montreal of the St. James Club, the Association, Montreal Chess George's Snow-Shoe Club kindred nature. He joined years ago and is one of its Hanson takes a deep interest in the benefit of Montreal's politics he is a firm supporter, having the greatest belief in the legitimate properties.

the junior partner in the in 1850. He was educated Stratford, Ont., where his business career commenced in was engaged in the book which he established a most he removed to Toronto resident agent there for the Travellers' Insurance Co., of Hartford, Conn. In 1881 he removed to Montreal to assume the chief agency of the same company for Canada, but resigned this position at the commencement of the present year in order to form a partnership with his brother under the old style and title of the firm already known as Hanson Bros. He has been a member of the Board of Trade for the past six years.

## WILLIAM HANSON



EDWIN HANSON.



WILLIAM HANSON.

from a business point of view, as he had been established before being joined by his son. He is an Englishman forty years. He was try and came to Canada in Montreal in 1883, where, in Mr. C. A. Hanson (who England, and is a member Coates, Son & Co.), the established. Since then a most remarkable and successful in establishing the leading industries in already proved successful, rially to the prosperity of merce. He is gifted with enterprise and is highly social Circles. An idea of numerous calls upon his He is a director of the companies. He is a life General Hospital, a member City Club, Montreal Art Club, Curling Club, St. and several others of a the Board of Trade several most active members. Mr. est in everything tending to trade and commerce. In porter of the Conservative faith in their policy and protection of all native industries.

Mr. WILLIAM HANSON, firm, was born in England, there, and afterwards in arrived in 1863. His business career commenced in Napanee, Ont., where he and stationery business, in successful trade. In 1876 having been appointed resident agent there for the Travellers' Insurance Co., of Hartford, Conn. In 1881 he removed to Montreal to assume the chief agency of the same company for Canada, but resigned this position at the commencement of the present year in order to form a partnership with his brother under the old style and title of the firm already known as Hanson Bros. He has been a member of the Board of Trade for the past six years.

LIEUT. COL. OSWALD.

HANSON

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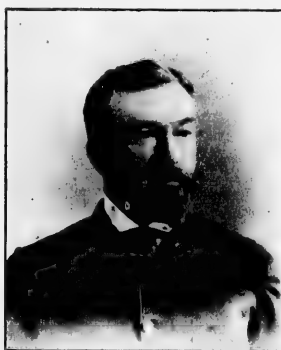
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LIEUT. COL. WILLIAM ROBERT OSWALD, senior member of the firm of Oswald Brothers, Stock and Produce Brokers, is a native of Scotland, having been born in Seabanks, Aberdeenshire, in the year 1848. He received his early education in the city of Aberdeen, and also obtained his early commercial training in his native country. At the age of sixteen he came to Canada, where he continued his mercantile pursuits for two years. At the end of this time he revisited Scotland, but only remained there a short time when he returned to Canada and settled in Montreal, having been appointed (with his brother) joint manager for Canada, of the Scottish Provident Life Insurance and Scottish Fire Insurance Companies. This position he held for some time and at length joined the Montreal Stock Exchange and commenced business as a stock broker. In this capacity he has been very successful and has a large circle of clients whose interests he carefully watches. He is now one of the senior members of the Stock Exchange, his long experience having constituted him one of the authorities in that body in financial matters. Mr. Oswald has for many years past taken an active part in forwarding all projects calculated to benefit the commercial interests of Montreal and the country at large. The

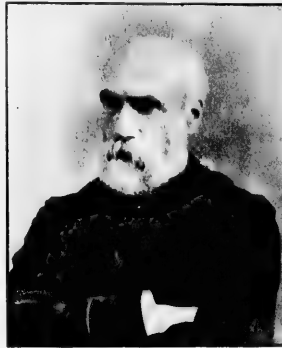


which Mr. W. R. Oswald is high rank in financial and favourably known throughout tensively engaged in business much of his spare time to the Brigade of Montreal Gar- lieutenant, and served with during the Fenian Raids of since in which the troops here. Shortly after attaining ferred to the Montreal Field with the latter corps for a few Minister of Militia to return to sume the command of the tion for a period of seven the year 1881 he organized and commanded the first detachment of Canadian Artillery, which was sent to compete with the Gunners of England and Scotland at their great annual prize-meeting at the Royal Artillery Experimental Depot at Shoeburyness, England. The Canadians were very successful and carried off the trophy offered by the Governor General (The Marquis of Lorne) for competition between England and Canada. On his return to this country from England Colonel Oswald was elected to the position of President of the Dominion Artillery Association succeeding Lieut. General Luard. During his term of office in this capacity he was successful in securing a visit from a picked detachment of English Artillerists to this country, and he also organized and sent two more teams to compete at Shoeburyness, both of which were eminently successful in their trial there. In the year 1885, on the breaking out of the rebellion in the North-West, Colonel Oswald was ordered to proceed with his brigade to the field of action. He rendered efficient service when there, and took an active part throughout the campaign, distinguishing himself on several occasions. Upon returning to Montreal he found that his increased business required the whole of his attention which made it necessary for him to resign the command of the Presidency of the Dominion Artillery Association, which he did, amid universal regret, after an unusually active service of nearly twenty years, carrying with him the best wishes of his late brothers in arms for his future prosperity and happiness. Few officers among the self-sacrificing residents of Montreal have done so much towards bringing the militia of Canada to such a state of perfection that, in case of invasion, the members would be ready to take the field against all invaders. He is connected with most of the leading clubs and societies in the city, and has been a member of the Board of Trade since 1889.

In politics Mr. Oswald is a Conservative.

## GEORGE HAGUE, BANKER.

MR. GEORGE HAGUE, General Manager of the Merchants Bank of Canada, is an Englishman by birth and belongs to an old Yorkshire family who have lived in that county for several hundred years. He is essentially a banking man and comes of a banking stock. He was educated in his native town, Rotherham, and at a comparatively early age joined the banking business in which he afterwards entered large railway contracts in country in that connection in took a prominent position in after that institution was or-service for about twenty Accountant, Branch Mana- In 1877 he was asked to take chants Bank which he accep- of General Manager ever affairs of the Bank he com- number of the unprofitable capital the result of which the rank of a seven per cent. In the literary world he is Governor of McGill Univer- the Royal Commission appointed in connection with the Civil service of the Dominion and when the Bankers' Association of Canada was formed in 1891 he was elected its first President which position he still holds. Mr. Hague has been a member of the Board of Trade for many years.



he received a thorough train- the service of a firm having Canada and came over to this 1854. After a few years he the Bank of Toronto, shortly ganized. He remained in that years filling the positions of ger and Cashier successively. the management of the Mer- ted and has held the position since. In re-arranging the menced by closing a large branches and by reducing the was that he soon raised it to dividend paying institution. a prominent figure and is a sity. He was Chairman of

Mr. Jos Co., who has in Montreal. He received career in the in the groce he founded its trade year concerns in highest stand- gaged in the branch of the municipality vious to it be and since tha Ward in the representative and re-elected of the Board six years and Company, of the Civic of great servi in politics is industrial con

## FRANCIS WOLFERSTAN THOMAS, BANKER.

MR. FRANCIS WOLFERSTAN THOMAS, General Manager of the Molsons Bank, Montreal, was born at Moorevenstown, Cornwall, England, in 1834, and is the eldest son of the late Mr. Francis Wolferstan Thomas, Dean Rural and Rector of Parkham, North Devon. He was educated at King Edward the VI's school, Sherborne, Dorsetshire, the intention of his parents being that He, however, came to Can- settled at Rice Lake, Ont., agriculture. Not liking this ing business and took a Upper Canada. In the fol- service of the Toronto branch In 1860 he was appointed and in 1865 was made Man- Five years later he was position of Cashier of the which at that time had no the bank rapidly increased lished throughout Canada. due to the ability and enter- mas, who was made General position he still holds. He is Assurance Company, and either President, Vice-President or a Director of nearly all the leading philanthropic and benevolent institutions in the city. He has been an active member of the Board of Trade for many years. In politics Mr. Thomas has always been of the Liberal party though his position prevents active co-operation with its leaders.



he should take Holy Orders. ada in 1851, and at first where he studied practical he decided to join the bank- position in the Bank of lowing year he entered the of the Bank of Montreal. Agent at Goderich, Ont. ager of the London branch. offered and accepted the Molson's Bank of Montreal, branches. The business of and branches were estab- This was, in a great measure, prise displayed by Mr. Tho- Manager of the Bank, which a Director of the Canada Life

Mr. Du done so muc Co., Ont. in known in lite he has led a with numer enterprises in many of country, pro the Williams has been a that concern real estate in development is one of t and has alv furthering t nor of the G Board of G lege, in the Mr. Graham new St. Jame St. James str been a libera people of Mo

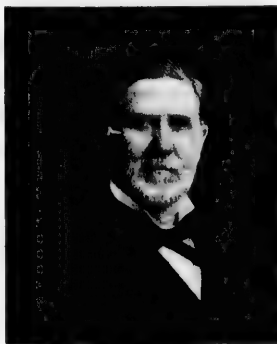
## JOSEPH OCTAVE VILLENEUVE, WHOLESALE GROCER.

MR. JOSEPH OCTAVE VILLENEUVE, senior partner in the firm of J. O. Villeneuve & Co., who has been one of the leading wholesale grocers and wine and spirit importers in Montreal for over thirty years past, is a native Canadian, having been born in 1836. He received his education at the Commercial School, Montreal, and commenced his business in 1853. In 1865 he started business at Mile End. Here house which rapidly extended it is now one of the largest undoubtedly one of the leneuve is extensively en- which forms a very important firm. He was mayor of the tiste for eighteen years pre- the city of Montreal in 1885, sented the St. Jean Baptiste In 1886 he was elected as County in the Local Assembly 1892. He has been a member Commissioners for the past tor of the Dominion Cotton was recently elected a member



## DUGALD GRAHAM.

MR. DUGALD GRAHAM, one of Montreal's best known business men, and one who has done so much to further the manufacturing industries of Canada, was born in Middlesex Co., Ont. in 1837. He holds two University degrees and is a close student, being well known in literary circles. He began his commercial career at an early age, since which time life and has been connected manufacturing and financial and is at present interested portant concerns of the which may be mentioned Co., of which Mr. Graham years, being also manager of He is large y interested in Cote St. Antoine, in the takes a lively interest. He bers of the Board of Trade, hearty co-operation towards that body. He is a Gover- a member of the Senate and Wesleyan Theological Col- which he took an active part. building committee of the new St. James Methodist Church on St. Catherine street and of the Temple Building on St. James street, which add so much to the substantial beauty of our great city. He has been a liberal contributor to our city's charities and has many friends among the young people of Montreal, in whom he takes a lively interest.



### J. S. BOUSQUET, MANAGER BANQUE DU PEUPLE.

Mr. J. S. BOUSQUET is a native of Canada, having been born in the City of Montreal in the year 1856. He was educated in Montreal, and twenty years ago entered the service of La Banque du Peuple, an institution which was established in the year 1835, with a comparatively small capital, and at a time when the trade of Montreal was inconsiderable. It has, of its officers, advanced holds a prominent position Canada. Mr. Bousquet, by ness, rapidly rose in the ser- has now been elevated to manager and cashier. He as a gentleman of keen per- as a financier being acknow- obvious from the fact that ment, the capital of the Bank \$1,200,000, an amount suffi- strength and reliability of added, as a significant fact, been raised to a total of is largely due to the inde- Bousquet in forwarding the



by careful management steadily, until at present it in the commercial world of his careful attention to busi- vice of the Bank, until he the prominent position of is well-known in Montreal ception and ability, his talents ledged by all. This may be under his skilful manage- is now somewhat over- cient to guarantee the any bank. It might also be that the reserve fund has \$480,000.00. This advance fatigable energy of Mr. interests of the Bank.

Mr. Bousquet was elected to the Board of Trade in the year 1886, and is a member of the City and St. James' Clubs, and an executive member of the Bankers Association. He is also a Governor of the Notre Dame Hospital, a life member of the Quebec Rifle Association, and a director of the Zoological Garden of Montreal.

### J. MURRAY SMITH.

Mr. J. MURRAY SMITH, Manager of the Montreal Branch of the Toronto Bank, is one of the best known members of the banking community in the country. He is a native of Scotland in which country he was born and spent the early part of his life. In the year 1852, when still quite young, he came to Canada with his parents who settled in Toronto. He received his education in city, and when he had com- the services of the Toronto junior clerk. By a display of ability, he was rapidly pro- head office, and before com- position of Branch Manager throughout Ontario, where was finally promoted to the Branch, and he has since his numerous and responsible credit to himself and satis- ities at headquarters. He Board of Trade since taking and is numbered amongst the ciated with that institution. Andrew's Society and several has made himself very popular with a large number of customers and friends since he settled in Montreal, and is universally esteemed as a man of sterling business qualities, and a worthy citizen in every respect. Mr. Smith takes a great interest in the Bankers' Association, of which he was one of the first members.



the High School of that pleted his studies he entered Bank, in the capacity of great energy and business moted step by step in the ing to Montreal occupied the in several important towns he did splendid service. He management of the Montreal resided in this city, fulfilling duties here with the utmost faction to the bank author- has been a member of the up his residence in Montreal, most active gentlemen asso- He is also connected with St. kindred associations. He

JAMES CRADOCK SIMPSON, REAL ESTATE.

the City of Montreal years ago entered the year of Montreal management until at present it attention to business Bank, until he position of town in Montreal ability, his talents all. This may be skilful management somewhat over guarantee the It might also be reserve fund has o. This advance energy of Mr. of the Bank. and is a member Bankers Association. the Quebec Rifle

Among the many Real Estate Agents in Montreal who have come to the front during the past few years, there is none more prominent than Mr. James Cradock Simpson. He was born in Penetanguishene, Ont., in 1838, of Canadian parents, and was educated in Barrie, Ont. After leaving school he devoted a good deal of time to the practical study of Civil Engineering and Land facilities were offered him was employed, under Norman of the Preston and Berlin Lands Surveys in 1858-9, and ment, below Quebec, from commercial career commenced office of Benning and Barhe afterwards filled a prominent position in the Canada Marine Works for commenced business on his Agent, and now occupies the 1887 he commenced the publication known as the *Real Estate* president of the Montreal 1890-1; is vice-president (for National Real Estate Association) and a director of several institutions in the city. He joined the Board of Trade in 1872 and has always taken an active interest in its affairs. He served on the Council of the Board in 1891-2. In politics he is independent, and is a member of the Church of England, of which he is a firm supporter.



ADOLPHE ROBILLARD, INSURANCE BROKER

Ontario Bank, is one He is a native of life. In the year settled in Toronto. School of that studies he entered the capacity of agy and business p by step in the Montreal occupied the important towns endid service. He nt of the Montreal this city, fulfilling with the utmost the bank authora member of the lence in Montreal, e gentlemen asso- connected with St. associations. He l friends since he business qualities, st in the Bankers'

MR. ADOLPHE ROBILLARD, Fire Insurance Broker, 18 Corn Exchange Building, is a native of Montreal, and is now thirty years of age. He was educated at the Notre Dame College and Plateau Commercial Academy. He is the son of one of Montreal's best known citizens, Mr. J. C. Robillard, and commenced his commercial career in 1881, when he entered the service of the firm with whom he remained a service to enter the employ of was so long known as the of the Grand Trunk Railway, Robillard joined him was in ness. In 1883 he turned his business, in which he has two years experience in the don and Lancashire Fire Inmenced on his own account Broker. He soon succeeded nection, and is now special pany of North America for has been very successful in with the Provincial Govern- porations and private firms. financial and social circles and is an enterprising and energetic young man, with a thorough knowledge of Fire Underwriting, and is destined to become one of the most influential citizens in the future. He is manager of the Estate Dufaux, is well posted in real estate and is an active member of the Board of Trade and the Fire Insurance Brokers' Association.



## MACINTOSH &amp; HYDE, ACCOUNTANTS AND COMMISSIONERS.

## JOHN MACINTOSH.

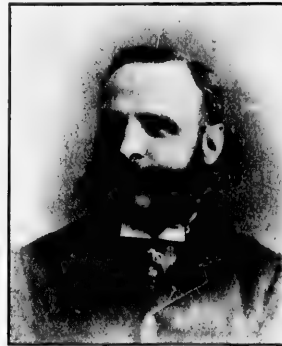
MR. JOHN MACINTOSH, senior partner in the firm of Macintosh & Hyde, Accountants and Commissioners for Quebec, Ontario and Manitoba, is a native of Montreal and was born in this city in the year 1830. He received his education at the High School, Montreal, and in 1848 commenced as a clerk with the late James Court, subsequently becoming a partner, the firm being named Court & Macintosh, predecessors of the present firm, of which Mr. Macintosh is the head. The business which is in itself an extremely prominent one, however, by has attained a position in profession. The firm has enjoyed, and now controls the large estates. Mr. Macintosh has been a member of the Board of Trade for the past four years, and in which literary circles many years ago. He has been a member of the Province of Canada Association, and in the financial and in which literary circles many years ago. He has been a member of the Province of Canada Association, and in the financial and in which literary circles many years ago.

is a partner in the firm, is a native of Scotland, having been born in the city of Glasgow in the year 1846. When only seven years of age he came to Montreal with his parents, who settled in this city and at the early age of sixteen years he commenced his commercial career. His first experience was with the firm of Court & Macintosh, (above alluded to), in the capacity of clerk. By diligent attention to the duties assigned to him he rose step by step in the firm until in 1882 he was admitted into partnership with Messrs. Court & Macintosh. This was shortly prior to the death of Mr. Court, upon whose demise Mr. Hyde formed a partnership of the firm under the present name of the Board of Trade for the present firm is thoroughly and commerce of Montreal, passed some of the largest As business men they are and their opinions are weighty transactions. The Macintosh & Hyde would history of commerce in nature of their profession with the deepest business more space than this enumerate even a small handled by the firm in the that there has hardly been any note in Montreal in the not called forth the services Their offices are in the the handsomest of the many handsome edifices on St. James Street, and a large staff of clerks are kept busy attending to the large flow of business. Neither members of the firm take any interest in politics, except where the matter at stake is of vital importance to the well-being of Canada, and then, like other good citizens, they are always ready to place themselves on the side of honest government and political integrity.

## GEORGE HYDE.



JOHN MACINTOSH.



GEORGE HYDE.

MR. GEORGE HYDE, who is in itself an extremely prominent one, however, by has attained a position in profession. The firm has enjoyed, and now controls the large estates. Mr. Macintosh has been a member of the Board of Trade for the past four years, and in which literary circles many years ago. He has been a member of the Province of Canada Association, and in the financial and in which literary circles many years ago.

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with the surviving member sent title. He has been a Trade since 1886. The identified with the trade for through its hands have estates perhaps in Canada. respected and esteemed, eagerly sought for in many history of the firm of comprise in itself not a bad Montreal, as the very brings them in close touch interests. It would take volume can afford to portion of the big interests old days. It is safe to say a business complication of past forty years which has of Macintosh & Hyde. Standard Building, one of

Standard Building, one of the handsomest of the many handsome edifices on St. James Street, and a large staff of clerks are kept busy attending to the large flow of business. Neither members of the firm take any interest in politics, except where the matter at stake is of vital importance to the well-being of Canada, and then, like other good citizens, they are always ready to place themselves on the side of honest government and political integrity.

## ALD. R.

tive for St. La tative Irishme Montreal as of Canada. there, and cam tor and pub *Chronicle*, a past thirteen which is consid sent day on al ever, as an inv in the financ and in which literary circles many years ar the Province d Canada Accid member of se of the St. Ja Mr. Smith is Life Govern Insane. He j Mortgage Bor being the lowe

Mr. R. A real, is the Mo position among Toronto and short residence the Real Estat cedented in the which Mr. connected is po which has no tract to which attention and has disposed o to predict tha most populou Mainwaring p for the establi the first to mo tender or offe never allowed adopt an elect urbs. He bec lively interest development c he is independ



R. WILSON SMITH, (PROPRIETOR INSURANCE CHRONICLE).

ALD. R. WILSON SMITH, who was recently elected by acclamation as the representative for St. Lawrence Ward in the Civic Council of Montreal, is one of the many representative Irishmen who, during the past quarter of a century have done so much to establish Montreal as the great com- of Canada. He was born in there, and came to Canada in tor and publisher of the *Chronicle*, a journal which past thirteen years among which is considered one of the sent day on all insurance and ever, as an investment broker in the financial world, in and in which he has a very literary circles he has held many years and is president the Province of Quebec. He Canada Accident Insurance member of several kindred of the St. James and City Mr. Smith is closely allied with many of the benevolent institutions in the city, and is a Life Govern- of the Montreal General Hospital and the Protestant Hospital for the Insane. He joined the Board of Trade in 1892. In January last he floated the first Mortgage Bonds of the Board of Trade for \$300,000 at a 4½% rate of interest, this being the lowest rate of interest heretofore obtained for such mortgage bonds in Canada.



mercial and financial centre Ireland in 1852, was educated 1878. Mr. Smith is proprie- *Insurance and Financial* has held a high rank, for the Canadian publications, and best authorities of the pre- financial matters. It is, how- that Mr. Smith is best known which he takes a high rank extensive connection. In a prominent position for of the Press Association of is also president of the Company and an active institutions, and a member Clubs. In addition to these

R. A. MAINWARING, (McCuaig & Mainwaring).

MR. R. A. MAINWARING, of the firm of McCuaig & Mainwaring, Toronto and Mont- real, is the Montreal representative of that Company, and has already attained a prominent position amongst the number of Real Estate Agents here. Mr. Mainwaring removed from Toronto and established a branch here some few years ago. During his comparatively short residence in Montreal the Real Estate business and cedented in the history of the which Mr. Mainwaring's connected is popularly known which has now become a tract to which Mr. Mainwar- attention and judging from has disposed of a large por- to predict that in a short most populous residential Mainwaring personally the for the establishing of the the first to move in the mat- tender or offer to build an never allowed the matter to adopt an electric car service urbs. He became a member of the Board of Trade shortly after settling here and takes a lively interest in everything tending towards the prosperity of the city. In the development of the electric street car service he is most indefatigable, and in politics he is independent of all party.

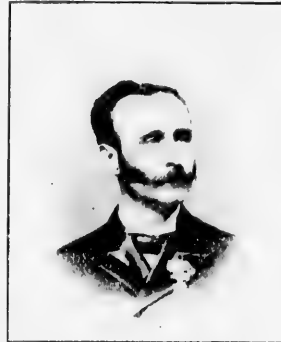


he has fairly revolutionized given to it an impetus unpre- city. The property with name has been most closely as "The Montreal Annex," household term. This is the ing has devoted most of his the rapidity with which he tion of the property it is safe time it will become one of the portions of the city. To Mr. City of Montreal is indebted electric car service as he was ter and the first to make any electric road in the city. He rest until it was decided to throughout the city and sub-



## GEO. N. WATIER, M.D.

DR. GEORGE N. WATIER, Real Estate and Financial Agent, Curator to Insolencies and Estates, was born in Canada in 1852 and educated in Montreal, where he finally settled in 1864. Being of a business turn of mind, he decided to throw in his lot with the men of trade and commerce, and commenced his commercial career in 1870. He first entered the wholesale dry goods firm of Adolphe Roy & Co., where he remained for five years, and then became general clerk in the life department of the Citizens Insurance Co., and for a few years assistant General Manager of the same. He commenced his medical studies at the Victoria University as physician and surgeon in 1883. He decided to enter into the practice of the profession along with his brother, Dr. O. A. Watier, of Stillwater, Citizens Co. induced him to the largely increased salary. He has since continued, and has since established an extensive connection, and is engaged in the management of a large number of estates. He was appointed some years ago a Sessional Crown Commissioner for the Province of Quebec. Dr. Watier has been a member of the Board of Trade for some time and takes an active interest in its affairs as well as in everything that tends to the prosperity of the trade and commerce of Montreal.



In politics he is a Conservative.

## THOMAS L. MORRISEY, (MANAGER UNION ASSURANCE SOCIETY.)

MR. THOMAS L. MORRISEY, Manager of the Union Assurance Society, is one of the best known gentlemen in his line of business in Montreal. He was born in St. John, New Brunswick, in 1800, and educated at the St. John Grammar School. After completing his studies he entered the law office of J. S. D. Thompson (the present Premier of Canada), at Halifax, N.S., in 1876. Here he remained for some time, after which he transferred his services to the Hon. M. B. Daly (now Lieutenant-Governor of Nova Scotia), who was at the time the general agent for the Imperial Fire Insurance Company at Halifax, N.S. Mr. Morrisey was subsequently appointed Inspector of this Company for the Maritime Provinces, with headquarters at St. John, N.B. In 1880 he came to Montreal to assume the management of the Union Assurance Society of London, England, which branch had just been established in Montreal. Since his appointment to the latter position he has made a complete success of the undertaking, and has well upheld the name and honor of the Company he represents, which, it might be added, is one of the oldest of its kind in the world, its establishment dating as far back as 1714, in the reign of Queen Anne. Mr. Morrisey has been a member of the Board of Trade since 1891, and gives promise of becoming one of the most important and influential gentlemen who uphold the interests and welfare of trade and commerce at the port of Montreal. He takes a lively interest in the deliberations of the Council, and stoutly avoids politics.



L. J. FORGET, STOCK BROKER.

to Insolvencies and he finally settled not with the men of the first entered the Roy & Co., where he became general Citizens Insurance. In 1891 he was Assessor. In 1879 he graduated at the profession of surgeon in 1883. of the profession of Stillwater, induced him to increased salary. state and financial continued, and has been, and is numerous of estates. National Crown Commission. Dr. Watier has a deep interest in its and commerce

MR. L. J. FORGET, senior member of the firm of L. J. Forget & Co., Stock Brokers and members of the Montreal Stock Exchange, is one of the best known gentlemen in financial and commercial circles in Canada, and it may be said throughout the monetary world, for his business extends everywhere. a native Canadian, and was his education at Masson College, Montreal in 1871, where he commercial career actually commences it has been one of most a man possessed of indomitable, and this combined with accurate knowledge of all the has secured for him the holds in the financial world. developed to enormous dimensions, and the daily transactions moneyed clients re- vast sums of money. Inferred to Mr. L. J. Forget some of the greatest enter- is a heavy investor. Prominent among these is the Montreal Street Railway Company of which he is the president, and it is to him that the Company is indebted for having obtained an extension of their charter for 30 years from the City of Montreal. In this connection he has been most energetic in having the electric cars introduced into this city. He has been an active member of the Board of Trade for the past four years.



Mr. Louis Joseph Forget is born in 1853. He received a degree from the University of Terrebonne, and came to Montreal since he resided. His commenced in 1873, from which unqualified success. He is able energy and perseverance his sound judgment and intri- leading stocks on 'Change prominent position he now The business of his firm has mensons during the past few tions on behalf of his numer- presents the turning over of addition to the business re- is personally interested in prises in Canada in which he

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THOMAS PORTEOUS, REAL ESTATE AGENT.

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MR. THOMAS PORTEOUS, Real Estate Agent and one of the prominent members of the Board of Trade for the past six years, is a native Canadian having been born in St. Therese de Blainville, P. Q., in 1827. He was educated at the Black Howden and Taggart School in this city and commenced his commercial career in 1845 when he entered the service of a large wholesale where he remained several to strike out on his own ac- metal brokerage business in ever since. Mr. Porteous is pioneers in the real estate largely to the building up of offering such exceptional posed to become proprietors 1866 Mr. Porteous promoted an immense hotel on Victoria several influential citizens the scheme was never carried among the subscribers. In a general favorite and takes charitable institutions with politics he is a steady Con- of the late Thomas Porteous, principal founder of the Bank of Montreal and sole proprietor of the then Montreal Waterworks. In real estate Mr. Porteous' views always carry weight, and Montreal owes not a little to his energy in developing the outlying dis- tricts and making their value known.



Mr. Louis Joseph Forget is born in 1853. He received a degree from the University of Terrebonne, and came to Montreal since he resided. His commenced in 1873, from which unqualified success. He is able energy and perseverance his sound judgment and intri- leading stocks on 'Change prominent position he now The business of his firm has mensons during the past few tions on behalf of his numer- presents the turning over of addition to the business re- is personally interested in prises in Canada in which he



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Few of the citizens of Montreal have had such a long and uninterrupted career of success in the Insurance business as MR. HENRY JAMES JOHNSTON, General Manager of the Montreal branch of the Confederation Life Association of Canada. Mr. Johnston was born in Edinburgh, Scotland, in 1827, and received his education at the South Academy of that city and matriculated in 1854. Actuarial of London, Eng. early age he entered the Insurance Company with whom he came to Canada in the interest of a view to establish a company of Messrs. McDougall Directors. In 1869 he resigned General Agent for Canada of the Insurance Co. At a later period Lancashire Fire Insurance Company acted with marked success. appointed General Manager of the Confederation Life Association interests he has since devoted energy and has in his sphere it what it now is, one of the Canadian institutions. Mr. Johnston is an Insurance man pure and simple and stands in the very front rank among the many able men in this particular branch of business. He is a Justice of the Peace and a member of the St. Andrew's Society. He joined the Board of Trade six years ago. In politics he is strictly Conservative.



Mr. GEORGE is a native English family. Three Rivers commenced his career with the Insurance Company ever since, a prominent position by the late Sir George of the City of London that Company for the 12 years in their business position of Chief Phoenix Insurance commands a real in Fire literary and has been Antiquarian society, and is similar character taken a living prominence, great favour

## THOS. GAUTHIER.

Ex.-Alderman THOMAS GAUTHIER, one of the best known men in the city of Montreal, and prominently connected with a number of leading financial and industrial corporations, was born in Montreal in 1844. He was educated at the Commercial School, Lachine, P.Q., and finally settled in Montreal in 1860. He commenced his commercial career in 1863 with A. Walsh, grocer, with whom he remained until he entered into business on his own account. From that time his career has been one of unqualified success and by his energy and extraordinary business ability he, in a comparatively short time, has amassed a sufficient competence to enable him to retire from active business. He is a man of keen foresight and shrewdness, and ranks high in the commercial community. Mr. Gauthier was president of the St. Jean Baptiste Society from 1882 to 1886. When he took this position the society was heavily in debt, but through his instrumentality it is at the present time over \$100,000 to the good. He is President of the St. Joseph Society, the Grocers Association, and one of the founders of the Chambre du Commerce, was a director and treasurer of the Montreal Exposition Company, and is also a director of several other financial institutions. He sat in the City Council for Hochelaga Ward from 1890 to 1893, and was a member of the Police Committee, in which connection he founded the Pension and Benefit Fund. Mr. Gauthier is a fluent speaker, and to his forensic ability as well as his natural quickness may be ascribed his success in the municipal arena.



## GERALD E. HART, INSURANCE MANAGER.

MR. GERALD E. HART, General Manager of the Phoenix Insurance of Hartford, Conn., is a native Canadian, having been born in Montreal. He is a descendant of an old English family who first settled in Montreal in 1760, and received his education at the Three Rivers College, Que., and Commercial Academy, Brooklyn, N.Y. Mr. Hart commenced his commercial career in Montreal having selected the Insurance business to which he has steadily adhered ever since, and in which he has attained one of the most prominent positions in Canada. Mr. Hart was appointed by the late Sir Hugh Allan to the position of General Manager of the Citizens' Insurance Company that Company had been established in 1878, when he succeeded in increasing their business to a very large extent. He now holds the position of General Manager of the Montreal branch of the Phoenix Insurance of Hartford, Conn., for which he commands a good share of the business done in Montreal. Mr. Hart takes a deep interest in literary and scientific societies, and has been prominently connected with the Canadian Antiquarian Society, and is also a member of the Montreal Historical Society, and is an active member of several others of a similar character. He has been a member of the Board of Trade since 1865 and has always taken a lively interest in its progress. In literature he has attained considerable prominence, and is the author of several legal and historical works which have gained great favour. In politics he is Independent.



## ARTHUR BROWNING, INSURANCE AGENT.

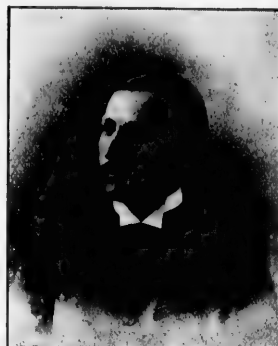
MR. ARTHUR BROWNING, so well known in business circles in Montreal, is a native of England, having been born in Lincolnshire in 1850. He was educated at Cambridge University, England, where he graduated in Arts in 1879. In the following year he came to Canada and settled in Montreal, where he has since resided. He commenced his commercial career in 1882, and business on his own account Financial Agent, in which gaged. By his energy and clients, combined with his wards all with whom he Browning has drawn around by whom he is highly re- he has established a valuable social circles he is a prominent interest in musical matters past Secretary-Treasurer of Society. He is also consocieties and benevolent in- he takes a lively interest. real Curling Club and is also long been one of Canada's game. Mr. Browning has been a member of the Board of Trade since the amalgamation of that institution with the Corn Exchange in 1887, and in politics is a Conservative. He, however, does not interfere much with election matters, either Civic or Federal, believing in social enjoyments during his leisure.



four years later, entered into as an Insurance and pursuit he has since been en-attention to the wants of his courteous demeanour to-comes in contact, Mr. him a large number of friends spected and amongst whom business connection. In nent figure and takes a great having been for five years the Montreal Philharmonic nected with several other stitutions in the city in which He is a member of the Mont- an ardent Cricketer, having prominent exponents of the

## W. L. S. JACKSON, FINANCIAL BROKER.

MR. W. L. S. JACKSON, the sole representative of the firm of W. L. S. Jackson & Co., the well-known financial brokers in Montreal, is a native of England, where he was born in 1858. He received his education at the University school, Bath, and Christ's College, Clapham, England, finishing his course of studies at Guines in France. He came to Canada in 1873 and event- first business experience in son: Bank in the service of years and where he received ing. He resigned his posi- business on his own account continued in that line ever energetic business man and upon as one of the best contributes to the daily pa- places, and his daily bulletin matters of exchange on the markets being in constant wholesale houses. Mr. Jack- of the best lines of Transat- State, Dominion, Bea- Lloyd, Newfoundland Coast- American Packet Co. He has been a member of the Board of Trade for the past six years and in politics is a Conservative. Mr. Jackson is the author of the "Exchange Table," which bears his name, and which is of great service to the financial fraternity of Montreal.



ally settled in Montreal, his this city being with the Mol- which he remained for some his thorough financial train- tion in the bank to enter into as Financial Broker and has since. Mr. Jackson is a most in Financial matters is looked authorities in the city. He pers the latest information in London, Paris and New York communication with these is of great use to banks and son is also agent for several lantic steamers, viz., Allan, ver, Roland, North German- al Co., and the Hamburg-

ARCHIBALD NICOLL, INSURANCE BROKER.

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MR. ARCHIBALD NICOLL, Insurance Broker and Marine Underwriter, is one of the best known men in Financial and Insurance circles in Montreal, and is much esteemed by all with whom he has business transactions. He is a native of Scotland where he was born in the year 1834. He was educated in his native country and gained his first business experience there having served large office where he had an usual routine. Early in life ing his fortunes abroad and ing then only nineteen years years of further business ex- finally settled in Montreal in time connected with the Co., as Marine Underwriter the winding up of that insti- prominent part in developing Montreal and has been an of Trade since 1887. He in 1801-02 and has also filled of the Marine Underwriters a deep interest. He has al- assist in any project for the and commerce of Montreal and has especially interested himself in the shipping industry of this port. Mr. Nicoll is a leading member of St. Andrew's and several other kindred societies to which he subscribes freely. As an expert in insurance Mr. Nicoll ranks second to none in the Dominion.



E. L. BOND, GENERAL INSURANCE AGENT.

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MR. EDWARD LANGLEY BOND, General Insurance Agent, is one of the prominent men in this line of business in Montreal. He is the son of the Lord Bishop of Montreal, and was born and educated in this city. He commenced his commercial career in 1868, selecting the Stock and Insurance business from choice, and has made his influence felt in insurance circles. He represents in the world and his couver to Newfoundland. ability is unquestionable and the business of the companies fully. Mr. Bond is Canadian Foreign Marine Insurance Insurance Co. of London and dent of England, as well as Co. of New York, and the London Assurance Co. In esteemed for his truly disin- the social and moral standard dent of the Citizens League, Dominion Alliance, a Life Hospital for the Insane, and kindred institutions. He join- in 1866 as Ensign, and after twenty years connection with that corps retired in 1886 with the rank of Major, having seen active service in 1866 and 1870. He has been a member of the Board of Trade for many years and is Treasurer for the Marine Underwriters Association. In politics he is Independent.



for about three years in a opportunity of learning the he conceived the idea of try- came to Canada in 1853, be- of age. After a number of perience in this country he 1881. He was for some Royal Canadian Insurance and continued as such until tution. He has taken a the trade and commerce of active member of the Board was a member of the Council the office of Vice-President Association in which he takes ways evinced a readiness to advancement of the trade

sents some of the best com- agencies extend from Van- The confidence placed in his he has for years managed he represents most success- agent for the British and Co. of Liverpool, Reliance Norwich, and London Acci- Lloyd's Plate Glass Insurance local Fire Agency of the social circles he is deservedly terested efforts to improve of the people. He is Presi- and Vice-President of the Governor of the Protestant a member of several other ed the Prince of Wales Rifles

## CHARLES THEODORE HART, MARINE INSURANCE.

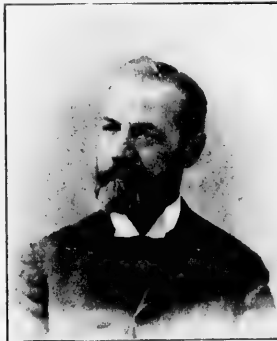
MR. CHARLES THEODORE HART, successor to Messrs Theodore Hart & Sons, Insurance Brokers, was born in Montreal in 1847, and was educated at Bishop's College School, Lennoxville. He commenced his business career with his father, the late Theodore Hart, in 1865, and in 1868 became partner in the firm of Theodore Hart & Sons. In 1889 he succeeded to the business of the changed to his own. Mr. Hart has long been one of the highest authorities in insurance. His business career year until he now holds a rank among the many influential Agents in Montreal. He is a member of the Montreal society where his good nature have made for Mr. Hart has been a member number of years and takes a great interest in the trade and manufacture. He has long been engaged in the shipping industry and in this connection support any project for its benefit of the Montreal Marine and one of the Executive Committee of that body. In politics Mr. Hart does not take any very active part, devoting the greater part of his time to his constantly growing business duties, which demand all his attention and care. Mr. Hart's influence in the Marine Underwriters' Association is marked.



firm, the name being then Hart has long been one of the circles and is looked upon as in all matters connected with insurance has extended year by year in position in the very front of the Insurance Managers is quite a prominent figure in the genial disposition and kind heartedness of his friends. He is a member of the Board of Trade for a great interest in the development of the manufacturing industries of Montreal. He is closely allied with the shipping industry and is always ready to advance it. He is a member of the Underwriters' Association

## FREDERICK NASH, STOCK BROKER.

Among the many stock and financial brokers in Montreal, there is not one who holds a higher place in public esteem than the subject of the present sketch. MR. FREDERICK NASH has had a wide experience in financial matters and his advice is sought on all matters of this description by many of the leading firms in Banking and Financial circles. Mr. Frederick Nash, the a native Canadian having he also received his education in this City also that he came and finally settled in Montreal in 1871. He has been in the service of the Ontario Manager of the Montreal Canada from 1871 to 1889, when he entered into business as an Exchange Broker. Since that time he has been a prominent member of the Montreal Stock Exchange. He is highly esteemed by all the leading and Financial matters. He is a liberal subscriber. He has been an active member of the Board of Trade since 1886 and in politics is a Conservative but has not made himself at all active in party warfare, nor has he found time to trouble himself with the dispute of factions, believing in measures rather than party.



gentleman referred to, is been born in Toronto where he was in the Queen's Branch of the Union Bank of Montreal in 1862. For a long time he has been a prominent connection having been ten years in the Bank, and eighteen years in the Branch of the Union Bank of Montreal when he resigned his position on his own account as Stock Broker. He has been a member of the Montreal Stock Exchange. He is a member of several large circles of friends and is a leading authority in Banking. He is a member of several city to which he has long


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A black and white portrait of a man with a mustache, wearing a suit and bow tie. The image is framed by a thick black border.





VIEW OF THE GREY

RD OF TRADE SOUVENIR NUMBER.



VIEW OF THE GREY NUNNERY.

## WHOLESALE DRY

THERE is no surer criterion, no more accurate judge, of the progress of a country in the higher and more artistic ranges of civilization than is afforded by the condition and expansion of her dry goods trade. The dry goods trade may be looked upon as a commercial exotic if such an expression may be coined for the nonce. True, there are certain articles in the dry goods trade which are staple necessities at the present day; but the goods upon which the trade depends are not such as these. They are the artistic creations which centuries of invention, and the natural progress of the older centuries in the fine arts, have now placed within our reach. It is true there are still certain sections of this province where the dry goods trade is not even dreamt of, and would be unable to exist. In such counties as Beauce, for instance, there are considerable villages where a dry goods store could not make living expenses. The population there live practically by work in the forest. During the summer they work on their farms, but in a climate where only buckwheat will ripen in the few short hot months, agriculture is only a feeble resource. In the long winter the men resort to lumbering in the woods, while the women spin the wool of their sheep into the various fabrics they require, in the same manner as did our ancestors of two centuries ago. They spin the wool into yarn, weave the yarn on looms which were primitive when Montcalm was a boy, and not only make their own blankets but weave the "etoffe du pays" of which the garments of themselves and their husbands are made, as well as the flannel they wear for under clothing, besides making their own straw hats and the "beefskin" moccasins, which are their only foot wear. Linen or cotton they rarely wear. Their only expenditure for dry goods is the bunch of gaudy ribbons with which the "paysonne" decorates her hat when she goes with simple piety to church on Sunday. Every other piece of her attire, and of her husband's, is the work of her own patient hands in the long dreary hours of a winter which commences practically in September and ends in the following May. Such communities are really self-sustaining, and one does not need to go yet more than sixty miles from Quebec to find them. But even here the wedge of advancement in artistic culture is beginning to broaden the scope of trade. Bit by bit the textile creations of such industrial centres as England, France and Germany, are quietly appealing to the dormant sense of the beautiful. Even the "habitant," and still more his wife, more keenly alive from her womanly instincts to the beauties of art, are commencing to realize that the "etoffe du pays," excellent as it is, does not fill all the requirements of a costume, that home-made flannels are crude in texture and glaring in color, and that the delicate fabrics in which their city cousins revel are every day becoming more and more one of the absolute necessities of life.

When Paul Chomedey, Count Maisonneuve, landed on the spot where now the Custom House of the Royal City of Montreal stands, even his prophetic spirit did not anticipate the gigantic proportions to which his cluster of wooden cabins was destined to attain. In his day the importation of dry goods was limited to a few linen shirts for the Governor himself, a touchingly small amount of "lingerie" for the few females who risked all to accompany their loved ones to the then inhospitable land of Canada, and some ribbons and velvet for barter with the savages. Twice a year, at most, a vessel reached Montreal and unloaded her meagre cargo, and for the rest the settlers depended upon the buckskin of the deer they killed or procured in barter, and on their own industry in manufacturing the wool of their few sheep into the same "etoffe du pays" which forms the clothing of the *habitant* of to-day as it did that of his progenitor of 250 years ago.

But the tiny acorn that the fearless Count of Maisonneuve planted was destined to grow into a glorious oak; albeit under the flag of a more industrious and progressive nation than the one he so ably represented. In 1763 Canada was ceded by his most Christian Majesty the King of France, to His Britannic Majesty King George the Second.

A new and usual coup. And yet the late as 1790 while the great t and we soc started. C upper street advertises stockings, canvas for fashioned r James Cal kerseys, c handkerchie mont chin dimitty, ve women's sa fabrics as de Tours, our mercha hundred y

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## ALE DRY GOODS.

A new and more distinctively commercial race appeared upon the scene. Instead of the usual couple of fur-laden vessels, in 1771 Canada sent 471,000 bushels of grain to England. And yet the whole revenue of Canada, between 1775 and 1778, was only \$50,000; and as late as 1793 two families of Massasagas occupied the centre of the present City of Toronto, while the population of Montreal was only 7,000 persons. But the nucleus was there of the great trade centre that was soon to dominate the whole commerce of the Dominion, and we soon witness an expansion of trade. In 1788 the dry goods trade was already well started. On the 12th of June of that year, Mr. David David, whose store was on the upper street of Montreal facing the residence of Major Hughes, as he quaintly puts it, advertises that he has received a consignment of serge demmi, calimancoes, silk and cotton stockings, Irish linen, blue and white cloths waistcoat patterns, yellow, white and green canvas for samplers, fine bolting cloth, newest joined lace for ladies aprons, and the newest fashioned ribbons. He also sold shawls, muslins, and oiled lawn umbrellas. In 1789 Mr. James Caldwell advertises in the *Gazette* that he has a consignment of "blanketings, kerseys, calicoes, Scotch and Russian sheetings, Oznaburgs, Lorduroys, fustans, silk handkerchiefs, flountins, hosiery, etc.," and in 1780 C. C. Hall & Co. advertises "Stor-mont chintz, India patches, dowlas, Russian drabs, jaconet handkerchiefs, cambrics, dimitty, velverets, bazes, florentines mantuas, India taffeties, Persians, tammys, durants, women's satin and a fashionable assortment of ribbons and gauzes." Such long forgotten fabrics as "Berg of Zoem," and "Marselles fraffé" are offered and we hear of "Gros de Tours, armorsin, Florentine, colmande," as leading staples. It is doubtful if one of our merchants of to-day knows what half these textiles were, and yet they were staples a hundred years ago.

Nor were Montreal's early dry goods men contented with supplying the trade of their city customers only. It is on record that they were the earliest and most enterprising traders with the Indians. The fleet of canoes and batteaux which left Lachine to trade with the Indian tribes of what was then the trackless forest carried a larger proportion of dry goods than of any other commodity. The gaudy fabrics of the loom have always been the most precious object of value to the savage eye tired of the sombre monotony of buckskin. He delights in the gay colors that his simple materials are unable to assume. Even the fierce Iroquois travelled miles to secure brightly colored calicoes for their hunting shirts and to furnish kirtles for their dusky squaws, and it was curious to note in old records of the Hudson Bay Company how, even among these savage denizens of the forest, fashion had its changes and the color and fabric that provoked the fiercest competition in one year would be almost valueless the next when some savage Worth had decreed that some other material was more in style. So things went on for years until the sturdy pioneers began to hew their way into the pathless waste and the click of the axe and the roar of falling trees drove the Indian farther and farther west-ward. The solitary log-huts in the dreary clearings dotted with blackened stumps that were soon to be golden with grain began to nestle together for protection and society. Tiny settlements arose, and then some enterprising trader would start a post there. Gradually the settlement grew into a village and the trading post became a general store. The trapper and the hunter retreated farther into the depths of the forest, and the farmer whistled in greater security at his ploughing and harvesting and no longer took his rifle with him to the fields. Slowly the tide of empire progressed west-ward. The village became a town and there some adventurous merchant, more daring than the rest, cut loose from old traditions, ceased to buy hardware, groceries, and miscellaneous truck, and boldly blossomed out in dry goods alone. It was always in dry goods that this took place; for in this country the dry goods trade was the first to become individualized and always the foremost pioneer of commerce. Montreal may claim the credit of being the first city in Canada to have a dry goods store within its limits and

from that day to this the merchant dry goods princes of the Dominion are enrolled among her citizens and three-fifths of the entire volume of the dry goods overturn of Canada is done by Montreal's merchants.

What such an enormous volume of commerce means is but feebly portrayed even by figures. The tables of Trade and Navigation show that the imports of dry goods alone were valued at \$23,373,910 as against \$22,738,750 in 1890, and when we take into consideration the fact that these figures do not include the cottons, woollens, tweeds, serges, blankets, and other textiles yearly manufactured and sold in this country, we can understand why such names as the Greenshield's, the Gault's, the Mackay's, Mackenzie's, Robertson's, McEntyres and others are enrolled as dry goods men. In the ranks of the dry goods men are the names of Montreal's principal public benefactors and capitalists. They rank high in the list of our wealthiest citizens, and their magnificent mansions adorn our most aristocratic streets.

To give some idea of the scope of Montreal's dry goods trade it is only necessary to quote the imports of dry goods and millinery fabrics into this country during the last fiscal year. The principal figures are as follows:—

ARTICLES.	VALUE.
Braces and suspenders.....	53,971
Buttons.....	26,038
Carpets and squares.....	140,867
Collars.....	47,797
Bleached and unbleached cottons...	137,874
Ginghams and plaids.....	25,136
Denims, drillings and similar fabrics	190,470
Printed and dyed fabrics of cotton..	1,513,436
Jeans and couilles.....	57,062
Cotton damask.....	15,737
Cotton handkerchiefs.....	112,540
Wadding and batting.....	9,302
Knitting yarn.....	6,529
Hosiery yarn.....	13,006
Bags.....	17,397
Cotton shirts.....	14,797
Sewing cotton.....	539,115
Cotton quilts.....	20,059
Cotton clothing.....	365,936
Colored fabrics partly cotton.....	145,814
Cotton hosiery.....	82,660
Towels.....	51,610
Uncolored cotton fabrics.....	183,005
Velveteens and cotton plush.....	204,714
Other cotton sundries.....	291,638
Crapes.....	66,746



ESTABLISHMENT OF S. C.



ESTABLISHMENT OF S. GREENSHIELDS SON & CO.

ARTICLES.	VALUE.
Curtains.....	270,795
Embroideries.....	154,753
Artificial flowers.....	200,948
Cords, fringes and tassels.....	471,390
Bead ornaments.....	32,301
Feathers, ostrich.....	43,497
Feathers, others.....	46,110
Laces.....	567,534
Hemp and jute carpeting.....	73,869
Canvas.....	11,430
Linen, damask.....	255,333
Linen handkerchiefs and towels.....	316,766
Linens.....	898,230
Gloves.....	681,016
Waterproof clothing.....	259,843
Bonnets and hats.....	1,216,371
Mats and rugs.....	90,203
Oil cloths.....	218,210
Ribbons.....	445,329
Silks and velvets.....	2,060,932
Umbrellas and parasols.....	270,117
Blankets.....	41,808
Cashmeres.....	64,805
Woollen cloths.....	1,722,239
Coatings.....	673,154
Doeskins, tweeds, etc.....	808,679
Cloaks, dolmans and jackets.....	758,961
Flannels and woollen fabrics.....	4,830,691
Clothing.....	220,220
Carpets and felts.....	1,206,142
Winceys.....	4,078

In addition to this enormous volume of imports we must remember that there are now in operation in Canada 843 woollen mills occupying 8,415 hands, 21 cotton mills with 8,033 hands, 3,962 manufacturers of clothing with 23,241 hands, 156 shirt manufacturers with 3,057 hands, and 55 hosiery mills with 672 hands, and that this industrial army of over 43,000 men and women are turning out goods for the Canadian market only, and generally from Canadian material.

To handle this vast quantity of goods an army of employes is necessary, from the entry clerk to the traveller, who may be said to represent the apex of the staff. The volume of a dry goods firm's business nowadays can be fairly estimated by the number of travellers it employs, for the country merchant of to-day who did not have a dozen travellers calling on him in the course of every week would wonder whether his credit was giving out. He no longer makes frequent trips to his suppliers to buy his goods in their warehouse. He buys from the traveller's samples, and has his goods forwarded to him. This, of course,

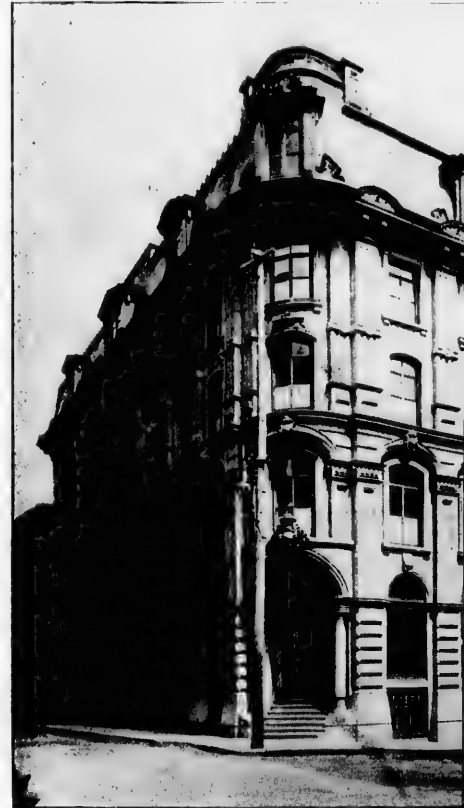
has largely increased the cost of doing business, as the traveller is the best paid and most expensive employee of the house and his expenses and freight bill often exceed his high salary. As the city increases land values go up, and desirable warehouses command more rent year by year. All these things make it more and more difficult to do business at a profit, and the younger houses have to struggle hard to compete with the older and wealthier houses who accumulated their resources in the old days when expenses were lighter and the margin of profit not so cut down by competition. A strong house able to pay cash for its goods, or able to lock its notes in its safe till they become due, can easily afford to undercut a house struggling from hand to mouth and having to discount every note the moment they receive it, and the consequence is the tendency of the dry goods trade is constantly towards concentration in the hands of the larger houses who can afford to deal more leniently with their customers and offer them a larger selection to choose from.

What is true of the dry goods trade is also largely true of its offspring, the millinery trade. The latter may be looked upon as a commerce in luxuries since it deals with a class of goods which only the exigencies of fashion can bring within the pale of necessities. Since the prehistoric woman first bedecked herself with garlands of wild flowers, or placed glistening shells in her hair, the passion of the fair sex for dainty fabrics and pretty toys to enhance her beauty has steadily increased. She well knows that beauty is the most powerful arrow in Cupid's quiver and that, in spite of what poet's say, no man was ever yet found to believe that beauty unadorned is adorned the most. He is as much attracted by a bewitching costume as by a pretty face, and he likes to see the woman he hopes to win look as pretty as possible. The same spirit animates most husbands and fathers, and the fact that the Indian who barter the spoils of the chase for gaudy beads wherewith to deck his squaw, and the genial gentleman who signs a snug little cheque to enable his wife or daughters to purchase spring bonnets and dainty wraps, are actuated by precisely the same motives, is evidence of the truth of Shakespeare's apothegm that one touch of nature makes the whole world kin. Each gives from his means to adorn and please the ones he loves, and each does a certain modicum of good to trade by putting a portion of his surplus into circulation.

In the millinery trade the same drawbacks exist as in its parent the dry goods business. Excessive competition has induced cutting of prices, dating ahead, and similar trade evils; but not to so great an extent as in some other branches of commerce. For one thing the leading millinery houses of Montreal—those who practically command the trade—are very wealthy firms each controlling a large *clientele* of customers bound to them by the ties of mutual benefit. Owing to the number of weak accounts necessarily carried by millinery houses a large capital is indispensable, and consequently the past few years has witnessed a gradual weeding out of the smaller houses and a steady concentration of the trade in the hands of the larger and more powerful concerns.

Of the value of the millinery trade to Montreal it is not necessary to speak, but it has some particular features which are especially beneficial to the city's prosperity. These are

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the annual gatherings of their customers at the spring and fall openings. These exhibitions of the coming bent of fashion attract thousands of buyers from all parts of the country anxious to inspect the newest styles and to make their selections for the coming season. These buyers embrace the opportunity thus afforded them to visit their other suppliers, and establish closer relations with the merchants of this city. The impetus thus given to trade may be estimated at tens of thousands of dollars. Not only do the millinery houses benefit, but the hotel and transportation

companies, and thus incidentally the retail trade also. Not only this, but Montreal is brightened up with strange faces, the hackmen reap a bountiful harvest, and our visitors go away impressed with the fact that Montreal is not only a bustling but a beautiful city.

The third great branch of the dry goods trade—that of the gentlemen's furnishings and clothing—is equally important with the two we have mentioned. Over 20,000 people, mostly women, earn their living in Montreal from this source. Many of the big clothing houses pay out a thousand dollars a day in wages alone and this too to a class to whom the obtaining of any other employment would be an impossibility. But the enterprise of Montreal's clothing houses is well known. There is not a tiny hamlet that their travellers do not visit from the Atlantic to the Pacific, not a lonely country road where they do not drive, and in the winter travellers tell of their sufferings visiting the scattered lumber settlements and mining camps on the frozen wastes of Lake Superior. Wherever clothing is needed, and where is it not, in this Canada of ours, there is the Montreal clothing traveller to be found energetically hustling to push forward the business of his house and thus increase the commercial supremacy of the Royal City.

The retail dry goods trade of Montreal is in proportion to its size; in fact it may be said to be a little larger than is absolutely necessary. Over two hundred and fifty dry goods stores are registered on the books of the commercial agencies, and naturally so large a proportion of merchants in the one trade inevitably leads to competition not always of a healthy character. There are houses who calculate to do business by making "drives;" that is to say sacrificing one particular line of goods on the chance of attracting custom in other lines. Their neighbors are naturally forced to follow suit, and perhaps endeavor to surpass them by "cutting" another line below the profit mark. This goes on until the astute customer finds out which particular description of goods is cheapest in each store. He then purchases only the "drive" line there, and goes to another store for their bargains. The result is that the enterprising merchant who started the "drive" finds



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that that is the only line he is selling in any quantity, and as he makes nothing on that, if he does not actually lose, he is naturally forced to run behind until either a composition with his creditors or an assignment becomes a necessity. This of, course, refers only to the weaker houses. But Montreal contains palatial retail dry goods houses second to none on this continent. The magnificent brown stone building of H. Morgan & Co., S. Carsley's block of sumptuously fitted stores, and the establishment of John Murphy & Co. and H. & N. E. Hamilton & Co., show what can be achieved by energetic, resolute, and capable men in the teeth of the severest competition, and there are hundreds of less imposing



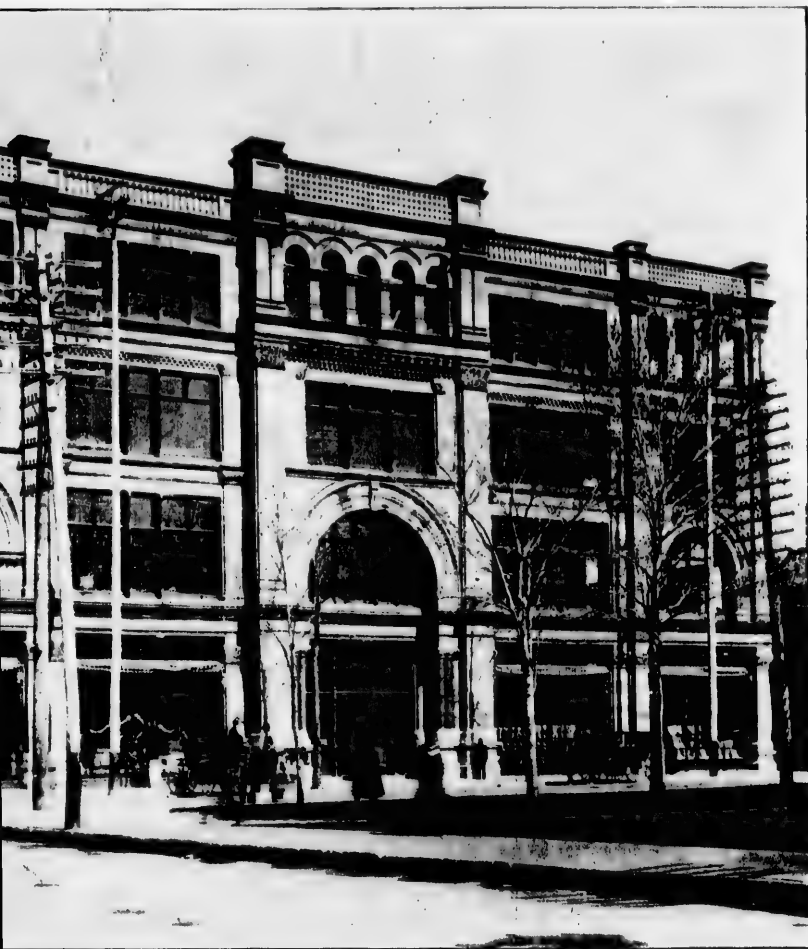


HENRY MORGAN &amp; COS I

ones where a sound and prosperous business is done. They are not magnates in the trade; but they form its most useful units. Cool, clear-headed men of business, they are strength alike to the trade they have chosen and to the city they live in.

The most important textile industry in Canada is undoubtedly the manufacture of cotton. From its first inception when the Dundas mill was started in 1859, has grown steadily until there are now in the Dominion no less than 21 mills employing 8,700 hands, and having an aggregate capital of \$13,700,000. These mills are among the greatest wage-paying concerns in the country. They pay out annually \$2,380,000 to their employees, they consume \$270,000 worth of Canadian coal, as well as \$870,000 of stores and

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supplies, they expend \$400,000 annually in railroad and other freights, as well as \$65,000 in custom duties. This enormous aggregate of nearly four millions of dollars is annually put in circulation in this country by this one textile industry, and therefore the benefit derived by Canadians from its establishment within our borders can hardly be over-estimated. It is also an important factor in our foreign trade as the value of the annual impost of cotton by the mills is estimated at \$3,673,933.

The Canadian cotton industry is interwoven with the names of Mr. A. F. Gault, Mr. R. L. Gault and Mr. David Morrice. To these three gentlemen the success of the cotton mills in Canada is undoubtedly due. It was through their efforts mainly that the Hoche-



S. CARSLEY &amp; CO'S RETAIL ST

laga Cotton Company was not only a success in itself but was able to absorb a number of smaller mills at a time when the closing of some of them was not far off and combine the whole under one management as the Dominion Cotton Company. The experience and capacity that made the Hochelaga Company so superior to its competitors has done equal wonders for the larger one. The Dominion Cotton Company now pays a dividend of eight per cent on a capital of \$3,000,000, and owns property to the value of \$5,000,000, while before its inception some of the mills it now operates probably were about to close down, and two of them, the Dundas and Lybster mills, had actually ceased manufacturing altogether.

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The coalition so successfully inaugurated among the grey cotton mills has been extended by the same gentlemen with equally gratifying success to the colored cotton mills. Here again the Messrs. Gault were the powers. It is to their energy and tact that the formation of the Canadian Colored Cotton Company is due. This company has already paid a dividend at the rate of six per cent per annum, although it has only been in operation for about twelve months as yet. To the rigid economy and efficient management of the officers most of the credit of this showing is due, although much may also be ascribed to its power of concerted action whereby the production of each mill can be confined to certain classes of goods alone. Previously, when every mill manufactured

any line it chose, the competition became so close and keen that two of the mills now operated by the company, although the best equipped and best managed in the country, had not paid any dividends for seven or eight years, and two others were almost in the same condition. Truly in union there is strength; for without the concentration of these warring elements under one central control the cotton industry would be a weak and struggling one in this country, and Canada would lose the advantage of the enormous sums it pours annually into the pockets of the working classes.

The third large cotton manufacturing company is the Montreal Cotton Company, whose mills are at Valleyfield. This company follows exactly the same policy as the Dominion Cotton Company and the Canadian Colored Cotton Company, and the three concerns represent twelve and a half millions of the total of \$13,700,000 invested in the cotton industry in this country. It believes in vigorous extension and has just issued stock to the amount of \$300,000, to be used solely for expanding its capacity. It now pays a dividend of eight per cent. per annum and is equally prosperous with its powerful rivals.

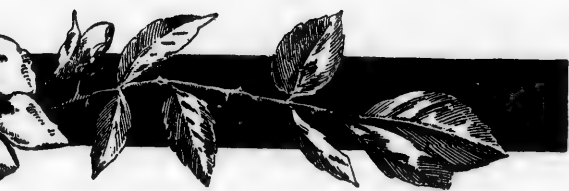
There is no branch of Canadian industry about which more nonsense has been talked than the cotton mills. They have been denounced as "combines," "trusts," "syndicates," etc., by blatant labour orators and held up to execration as bloated "monopolies" bounded together to raise prices and rob the working man, when the real fact is that, but for them, there would be nearly nine thousand unemployed hands, who are now earning fair wages, thrust upon an already over-crowded labour market. The statement that that they have raised prices is ridiculous. The average run of prices is from 15 to 30 per cent. less than it was in 1878 when every mill was trying to cut its neighbour's throat. This applies to all lines the workingman needs, such as grey and white cottons, denims, prints, checks, ticking, canton flannel, ginghams and combination woollen goods. These values are certainly higher than those ruling in Manchester, but then Canadian goods are noted for their honest



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make. They are all pure cotton and not loaded with China clay or corn starch like the English article and besides the wages of the operatives are much higher and the cost of the various supplies and material much dearer than in England owing to the length of transportation from the supplying centres to the mills. In England the coal is practically alongside the factories, In this country the hard coal must come from the United States and the soft steam coal from either Wales or Nova Scotia. This of course adds very largely to its laid down at the mills. It is the same with dye-stuffs, machinery and supplies ; so that the Canadian manufacturer works at a very serious disadvantage compared with his English competitor. It is to compensate for this that the protective tariff is imposed upon English cotton stuffs, and that this tariff is not an oppressive one is proved by the fact that England still competes with us in this market, and that the prices of Canadian cottons are on an average twenty per cent. less to-day than they were before the protective duties were imposed. To subject the Canadian manufacturer defenceless to the onslaught of his more highly favored competitor in England would be to close our mills, throw nine thousand helpless operatives out upon the world, and to abandon an industry which yearly puts four millions of dollars into circulation in this country. Even the most prejudiced free trader would hesitate at so drastic a measure. A certain measure of protection our mills must have if they are to run at the most moderate margin of profit, and so long as this protection remains within its present moderate limits its existence is an advantage rather than a disadvantage to the consumer since it enables our manufacturers to provide him with a pure and durable article and protects him from the substitution of cheap loaded cottons from less scrupulous industrial centres. This is reasoning from the purely economic standpoint. From a patriotic one every Canadian would be willing to bear even a slight increase in his burden rather than see his country lag behind in the march of industrial progress, or witness one of her greatest industries languish for want of support



## S. GREENSHIELDS SO


E. B. GREENSHIELDS.

G. B. FRASER.

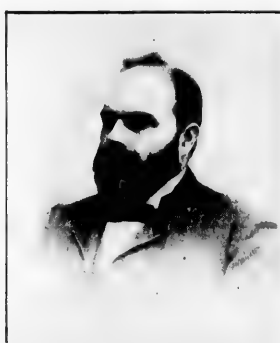
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Mr. E. B. GREENSHIELDS, senior partner in the firm of S. Greenshields Son & Co., Wholesale Dry Goods Merchants, is one of the most widely and favourably known men in the city of Montreal, and during the past year was the most prominent figure in connection with the Montreal Board of Trade. During the period mentioned, which was the fiftieth anniversary of the incorporation of the Board, he not only filled the position of President but was also Chairman of the Building Committee. In connection with the latter he required to devote considerable time and labour in looking after the many details connected with the erection of the new edifice. Among these one of the most important was the compilation of the semi-centennial report, in lieu of the ordinary annual report of the Board. This gives a comprehensive and interesting historical sketch of Montreal during the past half century, with exhaustive tabular statements, shewing the rapid development of the trade and commerce of the city. It also deals with the manufactures that have arisen during that period, and traces by decades the wonderful growth of our shipping interest and the development of the great Canadian railways. It is beautifully illustrated with maps, shewing the harbour and canal extensions and improvements and cuts of most of the public buildings. The plans of Montreal as it appeared in 1723, 1760, 1800, 1803, 1842, 1860, and subsequent dates up to the present, are very instructive as shewing how the city has extended from time to time. In addition to the commercial history of the city there is an interesting sketch, from a social point of view, of Montreal, extending as far back as 1642. These matters necessarily entailed a good deal of additional work on behalf of the Committee, and that Mr. Greenshields did his share of the duty is shewn by the fact that he attended every meeting of the Board and the Building Committee, both ordinary and special, during the year. That he discharged the duties attending each ably and efficiently is abundantly testified by the unanimous wish of the members of the Board of Trade that he should remain President during this, their memorable Jubilee year.

in Montreal in 1850 and School and McGill University in 1860, taking the degree of and winning the Prince of father, the late John Green-shields from Glasgow, Scotland, in business which has been subject of this sketch com-ing in 1860, when he entered late Mr. D. G. Greenshields, 1876, when the firm moved Square, still occupied by a Director of the Bank of Life Assurance Company, McGill University, one of Institute and Vice-President Montreal. In addition to allied with many of the institutions in the city. He nected with the Victoria Rifles, in which he held a commission, first as Ensign and afterwards as Lieutenant, retiring in 1871 with the rank of Captain. At the time of the Fenian raid, in 1870, he saw some active service, and went to the front at Eccles Hill as Lieutenant of his company. Mr. Greenshields has been a member of the Board of Trade for many years and, as already mentioned, he has filled the most prominent position in that body retiring because the business of his firm required his undivided attention.



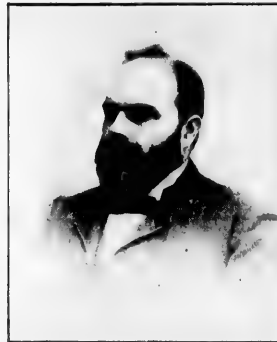
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GEORGE BROWNE FRASER.



E. B. GREENSHIELDS.



GEORGE BROWNE FRASER.

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## GREENSHIELDS SON &amp; CO.

E. C. B. FEATHERSTONHAUGH.

GEO. LIGHTHALL CAINS.

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MR. GEORGE BROWNE FRASER, who is also a member of the firm of S. Greenshields Son & Co., is a native of Scotland, where he was born in 1854. He was educated in the city of Aberdeen, Scotland, so famous for its University, and after receiving a thorough training in the dry goods business with one of the largest firms in the above-named city he came to Canada to take up a position in the firm of which he is now a partner. This

was in 1875, and after seven years with the firm he was appointed their English buyer. Having now been crossing the Atlantic twice every year since 1882, he has become one of the best known of Canadian buyers in the English and Scotch woollen and cotton manufacturing centres, the import trade of his firm being one of the largest in the Dominion. He is well-known in the trade as one of the highest authorities in dry goods, and his long and varied experience has fitted him in an eminent degree for the important position he has now filled so long. He became a partner in the firm in 1891, and has been a member of the Board of Trade since 1887. As his duties require him to be absent so much from Canada, he has never been able to attend much to matters outside the business of the house.

MR. EDWARD CHARLES BARRY FEATHERSTONHAUGH, one of the partners in the firm of S. Greenshields, Son & Co., is a native Canadian. He was born in Guelph, Ont., in 1852, and received his education at the Grammar School there. In 1868 he removed to Toronto where he entered the service of the Bank of Toronto, where he remained until 1869, and in the following year he came to Montreal where he has since resided. His first appointment in this city was with the wholesale firm of Sutherland, Hardie & Fleming, in which he filled several prominent positions for about six years. He severed his connection with that house in order to take charge of the

business office of S. Greenshields, Son & Co., with whom he has remained ever since, having been admitted a partner in the firm in 1891, after fifteen years of unremitting attention to business. To all who have dealings with this large firm, and their name is legion, Mr. Featherstonhaugh is well in commercial circles holds business ability being fully whom he has dealings. the firm is to look after the that daily pass through the the house in connection always been done to the concerned is proved by the a partnership in the busi- ber of the Board of Trade require all his time to be never taken any part in sembles his other partners energies are bent to push firm. He takes no active warfare of the day, and his the interest of Montreal are attacked. It is men Montreal in the position of who, while the politicians argue and struggle, pursue the line of steady business progress, and build monuments, lasting when the politicians and their arguments are forgotten. The house of S. Greenshields, Son & Co., is one of these, and stands to-day one of the pillars of Montreal's commercial prosperity. The sketch of this prominent dry goods house is fittingly closed with the career of the fourth partner, Mr. Cains, the Canadian buyer for the firm.



E. B. GREENSHIELDS.



E. C. B. FEATHERSTONHAUGH.

and favorably known and a high rank, his sterling appreciated by those with His special department in vast business transactions office and the interests of therewith. That this has entire satisfaction of all fact of his being admitted to ness. He has been a mem- since 1887, but as his duties spent in the office he has outside affairs. He re- in the fact that all his forward the interests of the part in the political voice is only heard when and her commercial welfare like these who have placed the greatest city in Canada,



MR. GEORGE LIGHTALL CAINS, of S. Greenshields, Son & Co., is a native Canadian, having been born in this country in 1857. He was educated in Montreal and finally settled in this city in 1873. He commenced his commercial career in 1875 when he entered the service of S. Greenshields, Son & Co., of which his brother, the late Mr. John L. Cains was at that time a partner. He remained with the firm ever since and was admitted as a partner in 1891. For a number of years he represented the House in the Lower Provinces and by his energy and business ability he succeeded in materially extending their trade and establishing it on a sure and sound footing. During the past few years he has attended chiefly to the buying of the Canadian goods, the home manufactured products having become a very important branch in the business of the firm. In this line Mr. Cains is a thoroughly re-cognized expert. With the Dominion Commercial Bank, the Cotton and Woollen Mills, a large majority for this few years, many lines of experience Mr. Cains has rendered his services of. He is President of the Traveller's Association for a large majority for this popularity with his late confreres on the road. He is a director of the Dominion Blanket and Fibre Co., and has long been prominently connected with the Montreal Amateur Athletic Association. Mr. Cains has been a member of the Board of Trade since 1887.



GEORGE LIGHTALL CAINS.

#### ALPHONSE RACINE, A. RACINE & Co., IMPORTERS.

MR. ALPHONSE RACINE, the sole proprietor in the firm of A. Racine & Co., Wholesale Dealers in Dry Goods, is a native Canadian, having been born in Laprairie, Que., in 1848 and educated in his native place. He came to Montreal in 1866 and it was here that he gained his first knowledge of the world of business in which he was destined to afterwards play such a prominent part. He succeeded to that business of Adolphe Roy & Co., for a period of twelve years he in 1878 and has since conducted it with such skill and judgment that it has increased until now he requires the assistance of over a score of clerks constantly on the road. Mr. Racine has extended his trade to every nook and corner of the provinces of Ontario and Quebec and every year shows a marked increase in the business of his firm. He has since been a member of the Board of Trade and for a time served on the Council of that body. He is also a prominent member of the Association, is also on the Commerce and takes an active part in the interests of Montreal in which he has built up so prospering and thriving a trade. In social circles Mr. Racine is highly esteemed and is a liberal contributor to a number of philanthropic and benevolent institutions. He was one of the founders and is a life governor of the Notre Dame Hospital, in which he takes a great interest. In politics he is a Liberal but does not take an active part in the party contests.



a native Canadian, and finally settled when he entered the firm. Mr. John L. Cains has been admitted as a partner in the past few years he represented the Provinces and by his success in establishing it on the past few years of the Canadian products having in the business of a thoroughly rearing of so many animals, during the past are now manufactured. The long home manufactures value to the firm. On Commercial recent election by honor shewing his Dominion Blanket Montreal Amateur trade since 1887.

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& Co., Wholesale Fairie, Que., in 1848 it was here that he continued to afterwards living with the firm twelve years he and has since continued that it has influence of over a score of years on the road. Every nook and corner of Quebec and in the business of the Board of Trade time served on the prominent member of the firm, is also on the firm and takes an active part in the

## HODGSON, SUMNER & CO.

JONATHAN HODGSON.

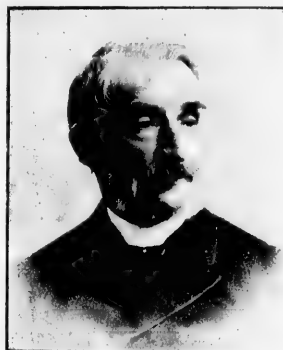
THOMAS E. HODGSON.

MR. JONATHAN HODGSON, senior partner in the firm of Hodgson, Sumner & Co., Wholesale Dry Goods Merchants and Importers of Small Wares and Fancy Goods, was born of English parents, in the town of Clintonville, New York State, in the year 1827. He is the son of the late Mr. Thomas Hodgson who arrived in Canada in 1818, from Sunderland, but shortly afterwards removed to the States. When only seven years of age Mr. Jonathan Hodgson returned with his parents to Canada and settled in Lacolle, Que., where his father had purchased a tract of land which he, as one of the early settlers in that district, proceeded to cultivate. Here the subject of our sketch was brought up, educated, and it was here that he spent the early part of his life. When comparatively young he commenced his commercial career in the employment of John Steel, a general merchant of Napierville, Que., as clerk. After a period of five years in this capacity he removed to Montreal, as a larger business centre, where he became connected with the firm of William Moody, wholesale dry goods merchant. In 1857 Mr. Hodgson started business on his own account in conjunction with Mr. J. Foulds, under the style of Foulds & Hodgson, wholesale dry goods merchants, and career has been one of un-

success. Mr. Foulds retiring Mr. Hodgson became senior remained as such ever since, what re-organized in 1879. The history of the been one of phenomenal progress. German dry goods being exported and distributed all over and seventy hands are employed and the travellers the whole of Canada and the versally acknowledged to be line, in the Dominion and in important branch of in-

one of the oldest members ing joined that institution served in the Council of this 1889, and also formed one of the prominent members of the Montreal Dry Goods Association which was established in connection with the Board of Trade. He has on several occasions visited Ottawa as a representative delegate from Montreal to interview members of the Cabinet in the interests of the Dry Goods trade. Apart from his special business Mr. Hodgson is interested in several other financial and commercial concerns. He is a director of the Merchants Bank of Canada, of the Merchants Manufacturing Co., the Almonte Knitting Co., the Alliance Insurance Co., and also of the Canada Shipping Co., in all of which he takes an active interest. He is a well-known member of the commercial community and is immensely esteemed and respected by all with whom he has come in contact.

MR. THOMAS E. HODGSON, son of the gentleman above referred to and partner with him in the business, was born in Montreal in 1855. He was educated at the Collegiate Institute in this city and completed his studies in the Montreal and St. Francis College, Richmond, Que. He commenced in business with his father in 1871 and became a partner when the firm was re-organized in 1880, and has since remained in that capacity. He was elected to the Board of Trade in 1888 and is also a member of the Montreal Wholesale Dry Goods Association. Mr. Thomas Hodgson is a prominent member of the Montreal Amateur Athletic Association and was one of the founders of the Fish and Game Club, and in social circles is a universal favourite. He is a member of several literary and scientific societies in the city in which he is an active worker and to which he gives liberal support.



JONATHAN HODGSON.

from that date Mr. Hodgson's qualified and uninterrupted from the business in 1870 partner in the firm and has though the firm was somewhat other partners were admitted from its incipency has perity, British, French and tensively imported into the Dominion. Between sixty ployed in the Wholesale Representing the house cover amount of trade done is unique of the largest, in this every way a credit to this dustry. Mr. Hodgson is of the Board of Trade having thirty-three years ago. He Corporation from 1887 to of the Committee of Arbitration.

## HENRY MORGAN &amp; CO.

JAMES MORGAN, JR.

MESSRS. JAMES MORGAN, JR., AND COLIN D. MORGAN are members of the firm of Henry Morgan & Co., whose name in connection with the immense dry goods establishment owned by him is so well-known to all citizens of Montreal and indeed is a household word in the eastern part of Canada. The firm was originally founded in the year 1844 by Messrs. David Smith and Henry Morgan. In 1852 the former gentleman severed his connection with the business (senior), who at that time firm of Muirhead & Morgan joined his brother, Mr. conjunction with him established here, under the title of The house is, perhaps, the and managed by one family America. The beautiful of imported red sandstone, commanding site on St. ject of universal admiration Montreal and to the large yearly come to this city, being one of the sights of arrangements are as perfect make them. In every respect a credit to the city and a and commercial enterprise reaping the well merited and labor.

Having briefly sketched the past record of this great commercial establishment it would be interesting before closing this article to add an account of two of its members, Messrs. James Morgan, (junior), and Colin D. Morgan. The former gentleman is the son of Mr. James Morgan, (senior), already mentioned as having been one of the original founders Morgan, Jr.), was born in land, in the year 1847, and young. He has since received his education at the leaving that institution has uncle's business, to which partner. Since his connection himself to be a business and takes a large upon himself.

also a native of Glasgow, in that city in the year native country until he was receiving his education and merical business there. He year 1869, and settled in his uncle's, Mr. Henry He has since been admitted 1877, and is one of the workers in the house. Both the foregoing gentlemen are members of the Montreal Board of Trade and are recognized as being business men of rare capacity and energy. By strict attention to the wants of their numerous patrons they have developed the present business, which promises a steady increase yearly, and so justify the building of the magnificent edifice they now occupy.

COLIN D. MORGAN.



JAMES MORGAN, JR.



COLIN D. MORGAN.

and then James Morgan, was connected with the of Glasgow, Scotland, Henry Morgan, and in lished the present business Henry Morgan & Co. largest of its kind owned on the continent of North new premises built entirely centrally situated on a most Catherine street, is a sub- and interest to all citizens of number of visitors who It is, indeed, identified as Montreal, and its internal as money and skill can pect the establishment is moniment to the genius of its founder, who is now reward of his past industry great commercial establish- ment of the firm. He (Mr. J. the city of Glasgow, Scot- came to Canada when very sided in Montreal and re- High School, and since been associated with his he has been admitted a tion with the firm he has thoroughly efficient man of share of the management

Mr. COLIN D. MORGAN is Scotland, having been born 1846. He remained in his twenty-three years of age, first insight into com- came out to Canada in the Montreal, where he entered Morgan's establishment. to a partnership in the year most active and energetic

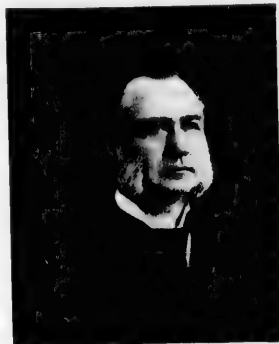
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S. CARSLY (CARSLY & Co.)

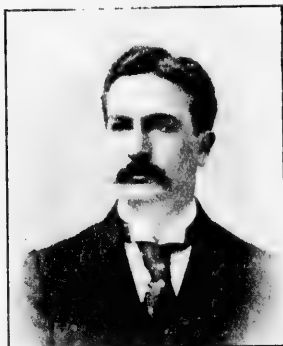
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MR. SAMUEL CARSLY the senior partner in the firm of Carsley & Co., Wholesale and Retail Dry Goods merchants, is a native of Shropshire, England, and was born in 1835. The early part of Mr. Carsley's life was spent in his native county where he was apprenticed to the dry goods business in the Market Town of Ellesmere and where he received his early commercial training. Some years were afterwards spent at business in Liverpool, Manchester and London, Canada, where he arrived this varied experience Mr. amount of practical busi- growth of the firm of which most satisfactory. He first Kingston, Ont., in the year Montreal in 1871. His first has been one of con- ize the amount of trade visit the establishment 1765 to 1779 inclusive, on building has a frontage of pying five floors, all of business. The firm has building known as the order to open through to vantage of this will be that from the two main thor- new improvement will give ing of 235 feet and a total area of 93,000 square feet occupied for the business. The firm has a wholesale branch in St. Peter street, under the name of Carsley & Co., and also another branch in London, England. In 1870, Mr. Carsley imported machinery from the United States for winding cotton thread, importing the thread in large hanks from Great Britain, and winding it on done at present by Messrs. others. He was the first industry into Canada, also wind silk on spools. Mr. years past been closely leading benevolent and char- life governor of the Mont- is President of the Society and Children, in which he He has been largely instru- beneficent reforms in the and Children. As a busi- very pronounced views with Mercantile Agencies and published in any of their tions. He was the plaintiff "Carsley vs. Bradstreet" tention at the time, and the courts, and was most sides, but in which he ultimately triumphed being awarded heavy damages. He has been a member of the Board of Trade for a number of years.



MR. SAMUEL CARSLY.



MR. WILLIAM FRANCIS CARSLY.

MR. WILLIAM FRANCIS CARSLY, eldest son of Mr. S. Carsley, received two years' business training in England, and afterwards spent some time studying the manufacture of silk in France before joining the Montreal firm. He is a member of the Board of Trade and is a partner with his father in the firm of Carsley & Co., St. Peter street, Montreal.

England, before leaving for in the year 1857. During Carsley gained a vast ness knowledge. The he is the head has been commenced business in 1862, but removed to commercial career from the tinued success, but to real- now done it is necessary to which occupies numbers Notre Dame street. The 170 feet, the premises occu- which are utilized for the recently purchased the "Old Mechanics Bank" in St. James Street. The ad- the premises can be entered oughfares of the city. This a total frontage to the build- ing of 235 feet and a total area of 93,000 square feet occupied for the business. The firm has a wholesale branch in St. Peter street, under the name of Carsley & Co., and also another branch in London, England. In 1870, Mr. Carsley imported machinery from the United States for winding cotton thread, importing the thread in large hanks from Great Britain, and winding it on done at present by Messrs. others. He was the first industry into Canada, also wind silk on spools. Mr. years past been closely leading benevolent and char- life governor of the Mont- is President of the Society and Children, in which he He has been largely instru- beneficent reforms in the and Children. As a busi- very pronounced views with Mercantile Agencies and published in any of their tions. He was the plaintiff "Carsley vs. Bradstreet" tention at the time, and the courts, and was most sides, but in which he ultimately triumphed being awarded heavy damages. He has been a member of the Board of Trade for a number of years.

D. MORRICE, S

DAVID MORRICE

WM. JAMES MORRICE.

The firm of D. MORRICE, SONS & CO., Manufacturers Agents and General Merchants, is *par excellence* in the leading rank in the dry goods trade in Canada, where it is so widely known and respected, as it also is in London, Manchester, and most of the large manufacturing and business centres in England. The firm, as at present constituted, was organized by Mr. Morrice, Sr., in 1883, when he took into partnership with him his two sons, but the foundation of this immense business was first laid 20 years prior to that date by the gentleman named. Mr. David Morrice is a native of Scotland, having been born in the old town of Perth in 1830, and it was there that he received a thorough secular and commercial education. He afterwards entered into business in his native place, but only remained for a short while. He paid a visit to Ireland and spent some time in the cities of Dublin and Cork. Thence he went to England, and resided chiefly in London, Manchester, and Liverpool, the great manufacturing and shipping cities of Great Britain. It was during these visits that he gained a thorough insight into the business working of a number of large firms, and the knowledge and experience he thus obtained has been of the greatest benefit to him in his subsequent career. When he was twenty-three years of age he left England and came to Canada. This was in 1855, and after remaining a short time in Montreal he removed to Toronto, where he entered the service of a large wholesale establishment. He continued with this firm for about eight years. In 1863 Mr. Morrice decided to make the commercial metropolis his future home, and returned to Montreal, where he has since resided, and where he established the business which has been fraught with unqualified success since that date. Mr. Morrice is possessed of extraordinary business ability, energy and foresight which have secured for him the high esteem in which he is held in commercial circles and which have placed him in the foremost rank among the successful business men of Canada. His enterprise knows no bounds, and whatever undertaking he becomes associated with, as an active participant, is sure to succeed. The headquarters of the firm dation, in Montreal, but branch in Toronto for facilitation of Western Ontario trade. The firm consists of three partners, D. Morrice, Sr., Wm. Morrice, Jr., who are best for the Dominion Cotton controls the mills at Hochelaga, Kingston, Brantford, Moncton, Halifax, and the Canadian which have mills at Mill-Merritton and Maryville; mills: Auburn Woollen Co., Manufacturing Co., Paris, Co., Hamilton, Ont.; J. B. Coaticook Knitting Co., Narrow Fabric Co., Coaticook, P.Q.; Jonathan Ellis, Valley Woollen Mills, Port Dover, Ont., Trent Campbellford, Ont. It will be the above what an extensive handle and what an enormous quantity they turn out.

In addition to his other business, Mr. Morrice, Sr., is a director of several manufacturing and industrial corporations, and for years has been a leading factor in the development of the trade and commerce of Montreal, and is a strong advocate of everything tending in this direction. He is a tireless advocate of progressive measures and enterprises for the growth of the commercial importance of Canada and gives his undivided support to



DAVID MORRICE



WM. JAMES MORRICE.

have been, since its foundation there is a very important part of the working of their firm consists of three partners, James Morrice, and David Morrice, known as the general agents Mills Co. This company has branches in St. Ann's, Magog, Windsor, Coaticook, Colored Cotton Milling Co., Cornwall, Hamilton, also the following woollen Peterboro, Ont.; Penman Ont.; Strathroy Knitting Henderson, Thorold, Ont.; Coaticook, P.Q.; Cascade Coaticook, P.Q.; Jonathan Ellis, Valley Woollen Mills, Port Dover, Ont., Trent Campbellford, Ont. It will be the above what an extensive handle and what an enormous quantity they turn out.

D. MORRICE, SONS & CO.

DAVID MORRICE, SR.

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any and every measure that is calculated to further the manufacturing industries, and thus develop the wealth and increase the population of the country. In this connection also he has done a great deal to improve the social condition of the thousands of people who are employed in the various factories with which he is so closely connected. Every improve-ment that can be devised in this direction is readily adopted and carried into effect.

In social circles he is highly respected and is recognized as one of most generous-hearted of Montreal's philanthropic citizens, his generosity being proverbial. His purse and voice are ever at the service of worthy purposes of benevolence, and many persons and causes have been the grateful subjects of his beneficent regard. He has long been closely allied with several benevolent institutions in the city and takes an active part in the manage-ment of several of these. He is also connected with the Microscopic Club and other scientific societies. His gift of the Convocation Hall to the Presbyterian College may be cited as one single instance of his many noble gifts. He has been a member of the Board of Trade for many years, and takes an active interest in the Montreal Wholesale Dry Goods Association. In politics he is a Conservative.

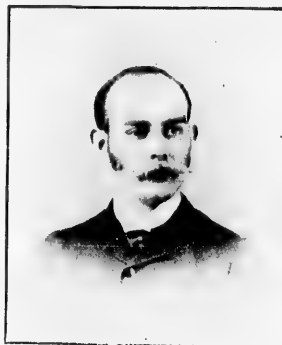
Mr. William James Morrice, who is a partner in the firm, was born in Montreal in 1861 and received his education in this city. He commenced his commercial career in 1880, having been sent over to Manchester, England, in order to gain an insight into the dry goods trade of that great metropolis of "Cottons, Twists and Twills." In 1883 he returned to Montreal and entered into partnership in the firm which was then founded. He soon gave evidence of that business ability which is such a marked characteristic of the founder of the firm, and by his energy and perseverance has contributed materially towards the success of the business in the management of which he takes an active part and to which he devotes his constant attention and energy. In social circles he is held in high esteem, and is, like his father, a generous supporter of

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The firm of D. Morrice,  
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hold the rank she is destined to take among the commercial nations of the world. Their  
business is purely to supply the wholesale trade, and their goods are sold throughout the  
Dominion. No business has a better financial reputation or stands higher in the confidence  
of the trade. The excellence of their goods has long been proved beyond all question.

DAVID MORRICE, JR.



DAVID MORRICE, JR.

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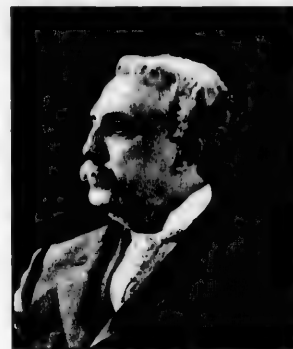
GAULT BROS. & CO.

ANDREW FREDERICK GAULT.

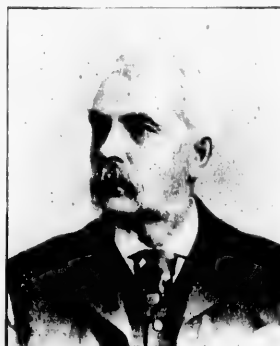
ROBERT LESLIE GAULT.

Prominent among the merchant princes of Canada in the dry goods trade stands the name of A. F. Gault, senior member of Gault Bros. & Co., Wholesale Dry Goods Merchants, Montreal. Few men in this country are more widely known, or exercise a more powerful influence in commercial circles than Mr. A. F. Gault. He is a native of Strabane, Ireland, where he was born in 1833, and arrived in Montreal in his boyhood. He received his education at the High School. For some time afterwards he was employed in a wholesale dry goods house in this city. In 1854, when comparatively a young man, he started in the wholesale dry goods business in partnership with the late Mr. J. B. Stevenson, under the name of Gault, Stevenson & Co. After a few years the firm dissolved partnership and Mr. Gault was joined by his brother, Robert L., the firm's name being changed to Gault Bros. & Co. Some years after, Mr. Samuel Finley, a brother-in-law, was admitted to partnership. Mr. Finley retired about eight years ago and Messrs. R. W. MacDougall and Leslie H. Gault were admitted as partners in the firm. Such is a brief history of the firm from its inception to the present time. Mr. A. F. Gault has been practically the leading spirit in promoting the cotton industries of this country, and the present advanced stage of our cotton manufactures is very largely due to his business enterprise, energy and sagacity. He has always taken a lively interest in that industry, believing that a great future is in store for it. He is, at present, probably the largest holder of cotton stocks in Canada, and during the last few years his attention has naturally been devoted to that branch of his business. He is President of the Dominion Cotton Mills Company, which has a capital of \$5,000,000. The mills owned by this company are the Hochelaga and Ste. Anne's Mills, Montreal; the Cotton Mills at Magog, Coaticook, and Chambly, P. Q.; the Craven Cotton Company of Brantford, Ont.; Kingston Cotton Company, Kingston, Ont.; Moncton Cotton Company, Moncton, N.B.; Nova Scotia Cotton Company, Halifax, N.S.; and the Windsor, N. S. Besides Canadian Coloured Cotton capital of \$3,000,000; and Cornwall, Hamilton, Dundas, Merriton and St. Croix. He is President of the turing Company of Camp-President of the Montreal Valleyfield, Que., and of Mills of Montmorenci, Que. responsibility his activity enable him to give a port-oher financial and in-a director in various stock is a Director of the City of the Liverpool, London and the Manufacturers Incational matters he has al-part, being one of the lege. It is largely due to Montreal Diocesan College Notwithstanding this great and natural business energy tion of his time to several dustrial enterprises. He is companies and banks and and District Savings Bank, and Globe Insurance Co., surance Company. In edu-wards taken a prominent Governors of McGill Col-his beneficence that the owes its existence, as the college building was presented by him to the Lord Bishop of Montreal some years ago. He is one of the leading members of the Church of England in Montreal, and has filled the office of Treasurer of the Synod. He has never sought municipal or political honors, but has several times been the choice of the Liberal Conservative Party, as their standard bearer for Montreal West, but always declined the honor. He has also been the unanimous choice of the citizens for Mayor but pressing

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emergencies of business have prompted him to decline that honour. In addition to his connection with the above mentioned institutions he is a Governor of the Montreal General Hospital, is on the Committee of Management of the MacKay Institute for Deaf Mutes and a member of the Board of Management of the House of Industry and Refuge. Mr. Gault's connection with the Board of Trade began many years ago, since which he has served in the Council and on the Board of Arbitration and is now together with Sir Donald A. Smith one of the Trustees for the First Mortgage Bonds on the New Board of Trade building.



ROBERT LESLIE GAULT.

of his firm Mr. Gault has devoted a large part of his time and money to the advancement of the cotton mills industry of the country and their success has been largely due to his wide knowledge of business and financial affairs. Mr. Gault is a large holder of manufacturing stocks, being a Cotton Mills Company; the Mills Company; the Mont-Trent Valley Woollen Company and Railway Co. He has been member of the Board of past two years President Goods Association in which an active interest. In politics he is Conservative.

Mr. R. W. MACDOUGALL, firm, was born in Montreal at the High School. commercial career with Gault worked his way up the reached the highest rung, sterling business man. He real General Hospital, a History Society, of the Director of the Montreal ber of the M. A. A. A. As one of the associate members of the Young Men's Christian Association he is highly esteemed, for the manner in which he tries in every way to further the interests of this organization. Mr. MacDougall is also closely allied with several other benevolent and charitable institutions in the city. He has been a member of the Board of Trade since the year 1888 and takes an active interest in the Montreal Wholesale Dry Goods Association. In politics he is a supporter of the Conservative party.



R. W. MACDOUGALL.

Director of the Dominion Canadian Coloured Cotton real Cotton Company; the pany, and the Canada Coal been for some years a Trade and has been for the of the Wholesale Dry he still continues to take ties he is Conservative, who is also a partner in the in the year 1848, and edu- He commenced his com- Bros. & Co., in 1862, and ladder until 1883 when he being admitted as a part- he takes a high rank as a is a Governor of the Mont- member of the Natural Junior Conservative Club, a Curling Club, and a mem-



Another member of the famous firm of Gault Bros & Co., is Mr. LESLIE H. GAULT, who is the working partner in the concern and upon him devolves to a great extent the management of the business. He is a native Canadian having been born in Montreal in the year 1855. He received his education at the High School and at the Galt Grammar School, Galt, Ont. After concluding spent some years travelling returning to Montreal where Bros. & Co., and in the a partner in the business. a most active part in the dous concern and year after creased responsibility in he is virtually the main- cern. He possesses in a ness ability which is the Gault family and has long merical and Financial circles of the day. He has de- attention to the Dry Goods Canada, especially to the manufactures which during made such rapid strides in form one of the staple in- In social circles he is much respected and is a liberal supporter of all classes of sport. Mr. Leslie H. Gault is a member of the Forest and Stream Club, Montreal Tandem Club, and Bel-Air Jockey Club, and also of St. George's Club, London, England. He joined the Board of Trade in 1887 and in politics is a Conservative.



LESLIE H. GAULT.

## JOHN BEATTIE.

Mr. JOHN BEATTIE was born in the town of Carlisle, Lanarkshire, Scotland, in the year 1845. He received his education in a parish school in the Orkney Islands, where his father was a Minister of the Church of Scotland, and after receiving his diploma spent a year in England as clerk in a dry goods store. He came to Montreal in the year 1862. He commenced his business entering the employ of Henry Paisley, Scotland, as well as Woollen and Cotton Manu- facturers. His firm con- year 1880, when Mr. Beattie Central Agency" which is institutions of its kind in famous thread manufactur- (limited), and Clark & Co., important firms in the same has been a member of the and he is one of the many have contributed much by Montreal to her present prominent position as one of the most important ports on the continent of North America. He is a trustee of St. Andrews' Church (Church of Scotland), a member of the Caledonian Society, the St. James Club, the Thistle Curling Club, etc., and is well known and very popular amongst his many friends in Montreal.

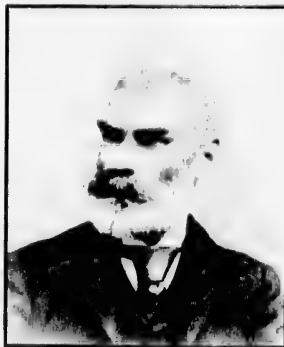


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## JAMES ALEXANDER CANTLIE.

MR. JAMES ALEXANDER CANTLIE, whose name has been closely united with the cotton and textile manufacture of this country for the past quarter of a century, was born in Banffshire, Scotland, in the year 1837. He was educated also in his native country, and first commenced work in the employment of Patrick Collie, of Aberdeen, in the year 1854, in the wholesale dry goods trade. He remained with this firm for seven years and afterwards served with several other houses in a similar line of business, until the year 1863, when he left Scotland to come to Canada. Upon settling in Montreal he first entered the employment of Messrs. Stephen & Co., George Stephen (now Lord Mount Stephen), being then the senior partner, and who it may be said was the pioneer of the Canadian Woollen Manufacturing industry, in the development of which he spent so much time and money. The foundation of this firm has undoubtedly done more to foster the Canadian woollen manufacture than anything else during the present century and has been the means of giving employment to thousands of hands in different parts of the Dominion where the mills have been established. In some instances thriving villages have grown up, where a few years ago there was hardly any population at all in the district, and the Canadian product has to a very large extent taken the place of foreign imported goods, of this branch of manufacture, which, until the inauguration held a monopoly in the market, and which now has been greatly reduced cost to the consumer. The result of this has been that it has now become one of the leading and most important industries in the Dominion. Mr. Cantlie, with the firm above alluded to, has since devoted a good deal of his time and energy to that branch of commercial enter-prise which has continued to flourish under his fostering care. He commenced business on his own account in 1868 with Alexander Ewan and William Stephen under the title of Cantlie, Ewan & Co. Since 1890 he has been alone in business owing to the retirement of the aforementioned partners. He has been most successful in the manufacture of textile cottons, woollens, etc., and is at present a director of the Cobourg Woollen Co. and Managing director of the Almonte Knitting Co., both of which Corporations have been pre-eminently successful in their line of manufacture. He was also one of the original promoters of the Merchants Manufacturing Co. (Cotton), an undertaking which has proved a great success and which has already developed into enormous proportions. Mr. Cantlie is financially interested in several other concerns and is President of the Dominion Transport Co., who act as collecting and cartage agents for the Canadian Pacific Railway and other large forwarding companies. He has been connected with the Board of Trade for many years and has held the prominent positions of first Vice-President and second Vice-President of the Council of that Corporation. Few men have contributed more to the encouragement of home industries, and by his many and extensive enterprises he has given an impetus to the textile manufacturers of Canada that has contributed in a great measure to the increasing wealth of the country. His active interest in the various other branches of trade with which he is connected has done much to increase the commerce of the Port of Montreal. Apart from his purely commercial undertakings Mr. Cantlie has for many years been closely allied with several of the leading institutions in the city in the management of most of which he has taken an active part. He was President of the Dominion Commercial Travellers' Association for three years and still takes an active interest in its affairs. He is one of the oldest members of St. Andrew's Society and is also an elder of St. Paul's Presbyterian Church of which he has been a liberal supporter for many years. In addition to the high rank Mr. Cantlie holds in the commercial world he is greatly esteemed in social circles for his benevolence and readiness at all times to assist in any charitable project.



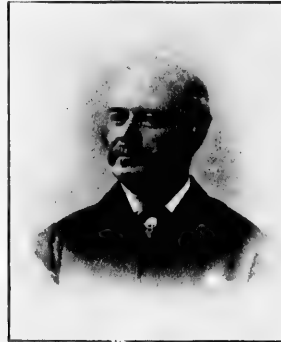
## J. G. MACKENZIE &amp; CO.

## HECTOR MACKENZIE.

Few houses are better known in Canada than that of J. G. MacKenzie & Co., Wholesale Dry Goods Merchants. This firm was established in 1829 by the late John Gordon MacKenzie. The present partners are HECTOR MACKENZIE and J. P. CLEGHORN, both public spirited, thorough business men, and worthy successors of the original founder of the house. MR. MACKENZIE, the senior partner, is a native of this city, and an old High School boy. He was born commercial career in 1860 holds such a prominent great business ability, and severance has done much immense trade now being In social circles he is high-warm interest in whatever people. He is a director of Montreal Telegraph Co., Richélieu and Ontario of the Philharmonic of St. Andrew's and several and a liberal donator to all a member of the Board of has always willingly despare from his multifarious the interest of the business

MR. CLEGHORN, the man-also a native Canadian, real in 1830, and educated at Howden and Taggart's School. He commenced his commercial career some 40 years ago as a junior clerk in the dry goods trade but rapidly came to the front, and was admitted a member of the present firm twenty-six years ago. His ability is universally recognized by the members of the trade among whom he takes a high rank. He is one of bers of the Board of Trade, of the Board for sixteen every other position, was the years 1889 and 1890, Board of Arbitrators. He colonial Mining Co., a Manufacturing Co., and life governor of the Mont- numerous other kindred in- been a zealous promoter of politics he is a born Con- vote otherwise. This con- oldest in the Dominion, is gressive, and its business every town and village from and has done a great deal the Dry Goods business in ing the interests of the com- Few firms in the city have

Montreal as the great Dry Goods centre of Canada and to advance this leading branch of her industry. Their establishment of a branch house in London, Eng., is a true indication of the enterprise of the firm since its foundation. Through the latter medium they are enabled to secure at all times the best that the European market can produce on the most advantageous terms.



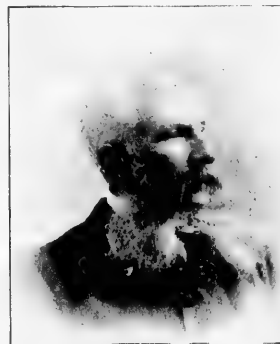
HECTOR MACKENZIE.

## J. P. CLEGHORN.

in 1843 and commenced his in the firm in which he now position. He is a man of by his energy and per- towards building up the done by the establishment. ly esteemed and takes a tends to the welfare of the the Merchant's Bank, the Dominion Telegraph Co., Navigation Co., President Society, an active member other societies in the city, charitable institutions. As Trade of long standing, he voted what time he could duties, towards furthering community.

aging partner of the firm is having been born in Mont- He commenced his com- mercial career some 40 years ago as a junior clerk in the dry goods trade but rapidly came to the front, and was admitted a member of the present firm twenty-six years ago. His ability is universally recognized by the members of the trade among whom he takes a high rank.

He is one of the most prominent mem- held a seat on the Council years, has filled nearly twice elected President in and is at present on the is President of the Inter- director of the Merchant's Sun Life Assurance Co., a real General Hospital and stitutions and has always philanthropic projects. In servative and never cast a cern, although one of the also one of the most pro- ramifications extend to the Atlantic to the Pacific towards the development of Montreal, as well as advanc- mercial community at large, done more to establish



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## ALEXANDER EWAN, (ALEXANDER EWAN &amp; Co.)

Prominent among the Dry Goods Commission firms in Montreal is that of Alexander Ewan & Co., of which Mr. Alexander Ewan is the sole proprietor. Mr. Ewan, who is now in his sixtieth year, is of Scottish birth and received his education at Braemar, Aberdeenshire. He commenced his commercial career in a large business house in Aberdeen, Scotland, where he remained for twelve years. He then decided to come to Canada and arrived in 1864. He commenced his in the firm of Wm. Stephen at the time being Mr. George Stephen), after which he entered into account in woollens. Form-A. Cantlie he founded the Ewan & Co., in which he remained a partner for twenty years. For the last two of the Merchants' Manufacture the whole of this mill's production of their kind in the city. Mr. Ewan is highly esteemed for his sterling business ability, and uprightness of character. For many years he has been one of the benevolent and prominent churchmen. He is a trustee of St. Paul's Church, and was treasurer for that body for ten years. He has been a member of the Board of Trade for a number of years, and takes an active interest in the Montreal Wholesale Dry Goods Association. In politics Mr. Ewan is strictly Conservative.



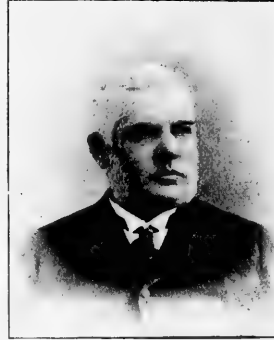
## EMERSON BRISTOL BIGGAR, PUBLISHER.

MR. EMERSON BRISTOL BIGGAR, Proprietor and Publisher of the *Canadian Journal of Fabrics* and several other journals of a similar nature, is a native Canadian. He was born in Winona, Ont., in 1853, where he received his early education. His life has been devoted to journalism and literature in which he has already figured very prominently. Mr. Biggar's first essay in this line was with the *Spectator*, first as reporter and afterwards as assistant editor. Since then he has conducted various journals and has been frequently complimented for his productions in the line of manufactures of Canada. His *Journal of Fabrics*, which is devoted exclusively to the textile industries of the Dominion is now recognized as one of the leading journals in Canada. This work has recently gone through two new and enlarged editions, and its value thereby greatly enhanced. He has brought out this year a new candle-engineering, the *Canadian Engineer*, devoted to the engineering and metal trades, to his enterprise in the field of trade journalism, been the author of several important works which find an honored place in the libraries of the Dominion. Among these may be mentioned *Canada*, a memorial volume, valuable as a book of reference on the resources and institutions of the Dominion, and the *Anecdotal Life of Sir John A. Macdonald*. He is a member of the Press Association, P.Q., and several other literary societies. Mr. Biggar joined the Board of Trade in 1888, and in politics is an Independent.



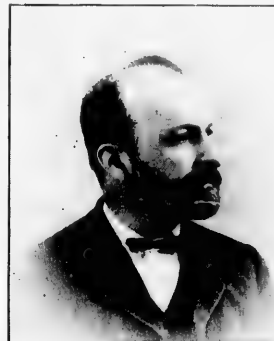
## JAMES O'BRIEN, WHOLESALE CLOTHING.

MR. JAMES O'BRIEN, one of the kings in the Montreal Dry Goods trade, is a native of Co. Tyrone, Ireland, where he was born in 1836, and was educated at Aughmagar school. He came to Montreal in 1850 and has been a resident here ever since. His commercial career may be said to have commenced in 1858 when he entered with a partner into the wholesale clothing branch. This continued until 1862 when he entered on his own account, and since then under his able guidance it has developed into a gigantic proportion. Mr. O'Brien took over the business on his own account, and since then under his able guidance it has developed into a gigantic proportion. Mr. O'Brien took over the business on his own account, and since then under his able guidance it has developed into a gigantic proportion. Mr. O'Brien took over the business on his own account, and since then under his able guidance it has developed into a gigantic proportion.



## ALPHONSE J. V. LECLAIRE (F. &amp; J. LECLAIRE).

MR. ALPHONSE J. V. LECLAIRE, the active partner in the firm of F. & J. Leclaire & Co., Wholesale Dry Goods Importers, is a native Canadian having been born in Montreal in 1843, and educated here. He commenced his commercial career in 1863 in the business house of which he is now the sole representative and has since that time succeeded in building up a thriving and well-formed large business manufacturing firms in Great Britain to the business above referred several other commercial and management of which he is a Director of La Banque a good deal of time and attention of *La Revue Canadienne*, gained considerable popularity and has a large circulation. He is associated in commercial circles for his ability as well as for his uprightness in his dealings. He is associated in commercial circles for his ability as well as for his uprightness in his dealings. He is associated in commercial circles for his ability as well as for his uprightness in his dealings.



JOHN MACLEAN, WHOLESALE MILLINERY.

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Mr. JOHN MACLEAN, Wholesale Millinery and Dry Goods Merchant, is a native of Scotland, having been born in Knocklands, Elginshire, in the year 1844. He received his education in his native place and when twenty-two years of age he came to Canada and settled in Montreal. Here he entered the employ of the firm of Thomas May & Co., with whom he remained until he commenced business in conjunction with Mr. Colin Russell, having formed a partnership the title of Russell, Maclean and Dry Goods Importers, under which title he still business. His career has been and he now holds a prominent position in the trade. The firm takes a high rank in the commercial world and much respected and esteemed integrity in all his dealings. Mr. Maclean is personally for his business ability and He has been a member of the many years and is also associated with several other kindred societies. Mr. Maclean joined the Board of Trade thirteen years ago and interest in matters concerning the commercial welfare of the city of Montreal. He is a prominent member of the Montreal Wholesale Dry Goods Association which is connected with the Board of Trade. In politics Mr. Maclean is a thorough Independent and is allied to no particular party or leader.



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EDWARD ALFRED SMALL, WHOLESALE CLOTHIER.

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Among the many wholesale manufacturers of clothing for which Montreal is so well-known throughout the Dominion the firm of E. A. SMALL & CO. holds a prominent position. Although established at a comparatively recent date the trade of this firm has rapidly developed until their goods are known throughout Canada and bear an enviable reputation. The careful at- every detail of their varied their success. The subject of Alfred Small, the senior part- been well and favourably years. He is an Englishman fourth year and received his try. Mr. Small came to Can- in Montreal in 1863. He at his own account and contin- until 1868, when he became a firm of H. Shorey & Co., and years, when he retired from menced on his own account of which he is still the senior extraordinary business ability the immense success of the increasing year by year. Mr. Small is a member of St. George's and several other kindred societies. He has been a member of the Board of Trade for over twenty years and in politics is a Conservative, but his busy business career prevents him taking an active part in political matters.



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this sketch is Mr. Edward  
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and founded the present firm  
partner. To his energy and  
is due in a marked measure  
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## HERMANN H. WOLFF, (HERMANN WOLFF &amp; Co.)

MR. HERMANN H. WOLFF, sole proprietor of the firm of Hermann H. Wolff & Co., General Importers and Wholesale Merchants, was born in Germany in 1860 and educated there. He came to Canada in 1889 and settled in Montreal, where he has been a resident ever since. Mr. Wolff commenced his commercial career in 1877 as clerk with R. D. Warbury, Hamburg, with whom he remained until he came to Montreal four years ago, and during that period he was employed in branch houses for Mr. Warbury in Hamburg, New York, and other large business centres. On his arrival in Montreal Mr. Wolff entered into partnership with Mr. Feodor Boas, whose business in this line had been established in this city since 1883. The new firm became sole agents in Canada for all the branches of the celebrated firm of R. D. Warbury & Co., the General European export merchants of Hamburg, Berlin, Paris, London and other European manufacturing centres. In 1891 the partnership with Mr. Boas was dissolved and since then the business has been conducted by Mr. Wolff on his own account under the style of Hermann H. Wolff & Co., which has become one of the representative houses of the city of Montreal. Over thirty assistants are engaged and the trade of the firm is rapidly extending all over the Dominion. Mr. Wolff is a business man of great experience and keen foresight and endowed with extraordinary energy which contribute materially to his success. Few men have, during such a comparatively short period, obtained so prominent a rank in business circles as Mr. Wolff, who now holds a leading position in the Wholesale Dry Goods Trade of Montreal. He is rapidly developing a branch of this important industry, which up to four years ago was almost unknown and is regularly importing into Canada the newest European manufactured products that are to be found in the market there. He joined the Board of Trade last year. In January last Mr. Wolff was appointed Consul at Montreal by the Royal Danish Government, and his services in this respect have been highly appreciated by the Home authorities.

## CASIMIRO MARIOTTI, ITALIAN CONSUL.

SIGNOR CASIMIRO MARIOTTI, Royal Italian Consular Agent, was born in the city of Carrara (Tuscany), Italy, in the year 1843. During part of 1859-60 he served as volunteer for the independence of his country. In 1861 he competed with several others in the School of Art for a large bas-relief (dedicated to peace) for which he had the honor of receiving a gold medal. After spending land and the United States, he, 1868, and has since resided in the marble establishment, on Beaver Hall hill, he has a decided taste for the mental sculpture. Signor of the Italian Government for counties and from time to time to countrymen, as strangers to his advice and aid, which are given. The Italian community in their representative, who time and assistance in their behalf during the Hereford once repaired to the scene of ranged matters to the satisfaction which out of gratitude the Italian colony presented him with an address and a handsome gold medal. He is a particular favourite in social circles. His manner, without being intrusive, is distinguished by that innate polish peculiar to the Italian race. He joined the Board of Trade six years ago and is also a member of the Chambre de Commerce.



MR. Importers born in the After leaving European his first eighty times to which Since he has successful very important Manufacture which Mr. Donnelly of special elapsed six months of warehouse some of the of Insert manufacturers' of men's suits fast, Ireland of the Board of Trade Montreal

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## J. T. DONNELLY.

Mr. J. T. DONNELLY, senior partner of the firm of J. T. Donnelly and Company, Importers of Dry Goods and Manufacturers Agents, is a native Canadian, having been born in the City of Montreal, where he also received his education at the High School. After leaving the latter institution he commenced his commercial career in the year 1870 as European buyer for the firm of which he is now a member. He was highly successful from his first entry into commercial pursuits. The fact that he crossed the Atlantic no less than eighty times when he represented his firm in the European market goes to show the extent to which he was trusted, and his capacity for transacting commercial business successfully. Since he has occupied his present position as head of his house he has been eminently successful in working up a large and ever increasing business, and he has established some very important and much coveted connections with several of the leading Dry Goods Manufacturing firms in Great Britain and on the Continent of Europe. The firm of which Mr. Donnelly is senior member are successors to the old established house of James Donnelly & Son. The present firm have been in business since the year 1885 as importers of special lines of dry goods and manufacturers' agents. During the time that has elapsed since then, they have built up a prosperous and increasing trade for the requirements of which they have recently moved into larger and more convenient premises in the warehouse No. 20 Lemoine Street. Their display of samples is very fine, and amongst some of the manufacturers' which they represent might be mentioned the well known firm of Insert Rogers of London, E. C., Hesimboden & Co., Murgenthal, Switzerland, manufacturers' of ladies' silk underwear, Matthey & Lout Besighun, Germany, manufacturers' of men's underwear, etc., and the firm are the Canadian agents for Campbell & Co., Belfast, Ireland, makers of linen threads. Mr. Donnelly is one of the most active members of the Board of Trade, and always ready to lend his aid to any project for the benefit of Montreal's commerce.

## WILLIAM SEATH, MERCHANT TAILOR.

Mr. WILLIAM SEATH, the managing partner in the firm of Robert Seath & Sons, Merchant Tailors, is a native Canadian, having been born in Montreal in 1853. He was educated in this city and at the comparatively early age of sixteen he commenced his business career in connection with his father who is now the oldest Montreal Merchant Tailor in active business in the city, since 1850. Before long the active partner in the firm remained ever since. By his business he has established successful businesses in Montreal increasing year by year. centres regularly for the purchase of variety in woollens as soon as they are put on the market there. In social circles member of the community in several benevolent and city. He is an old member and one of its past first Vice-President of the Montreal in which he has taken a prominent part. Mr. Seath is a prominent in which he has filled several important positions among which may be mentioned that he is a Past Master of the Mount Royal Lodge of A. F. and A. M. He joined the Board of Trade in 1880, and in politics is a Liberal, but is too devoted to his business to trouble much with election matters.



having established the business. Mr. William Seath became and in this capacity he has energy and strict attention to one of the most thriving and treat, the trade done by the He visits the European trade pose of securing the latest as they are put on the market. Mr. Seath is a prominent and takes an active interest philanthropic societies in the of the Caledonian Society Presidents. He is also a Amateur Athletic Association great interest for many years. member of the Masonic order



## MARK FISHER, SONS &amp; CO.

The Imported Woollen Trade of the Dominion, which has grown to such a large extent



VICTORIA SQUARE, MONTREAL.



114 BROADWAY NEW YORK.

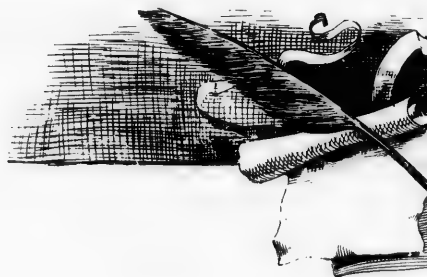


CORNER OF BAY &amp; FRONT STREETS TORONTO



of late years, is made a specialty of by Mark Fisher, Sons & Co., whose warehouses in Montreal and Toronto occupy the best situations in both cities. The business of this firm was established by Mr. Edward Fisher more than a quarter of a century ago. For several years past they have been doing a large business in the United States. In addition to their warehouse in New York, they have offices in the principal cities of the Union. The premises at their headquarters in Huddersfield, England, are being considerably enlarged at the present time to meet the requirements of their business, which extends to all parts of the world wherever this class of goods are used.

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HENRI DUVERGER, WHOLESALE DRY GOODS MERCHANT.

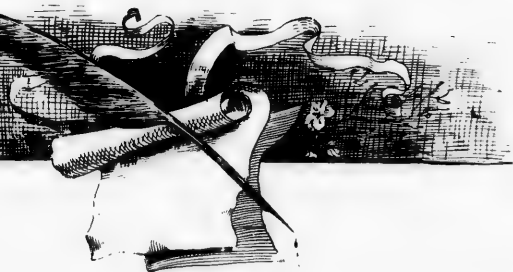
h a large extent



Mr. HENRI DUVERGER, one of Montreal's best known Wholesale Dry Goods merchants, is a native Canadian, having been born in the city of Montreal in the year 1863, and is now but thirty years of age. He received his education at Terrebonne College, and finally returned to settle in his native city in the year 1880. He commenced his commercial career at an early age, and this ac-  
 position he has attained young. Previous to going count he served with several capacity of clerk and after-  
 whole of Eastern Canada as houses in the trade. In the still more practical experi-  
 the counting-house and store, sential to a successful com-  
 the owner of an extensive does a very large and yearly  
 all parts of the Province of Provinces as well, having es-  
 in these districts. Mr. Du- the Board of Trade since  
 interest in the Montreal Dry he belongs. He has always exerted himself to the utmost of his ability in the interests of  
 the trade and commerce of Montreal, and gives promise of becoming one of the city's most  
 prominent merchants of the future. Mr Duverger's business engagements prevent him  
 taking an active interest in politics.



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 into business on his own ac- dry goods firms, first in the  
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 verger has been a member of 1880, and also takes an active  
 Goods Association to which



## MANUFACTUR

IN dealing with the manufacturing industries of Montreal it is not necessary to go back more than half a century; in fact, most of the thriving manufacturing industries in the city to-day have either had their origin within the last quarter of a century or were then in embryo. The few firms that have anything approaching fifty years' record are those that manufactured the bare necessities of life, but even most of these were imported. Canada appears to have been a decidedly importing country until a comparatively recent date. Perhaps it was very fortunate for her that such was the case, for among our enterprising manufacturers of to-day the great majority are not native born.

There are some proprietors of leading factories that can claim Canada as the land of their birth, but they are few in number. They are not, however, the less influential, as a perusal of the following biographies will show. It will be seen that where a manufacturer is registered as a "native Canadian," he is not only a credit to the commercial community but invariably a prominent and useful member of society.

In this brief sketch space does not admit of a review of each individual, but those who have contributed so much towards the development of the manufacturing industries of Montreal (and it may be said of Canada also) will be found recorded in the paragraphs following this sketch.

There are many citizens in Montreal still living who can remember when the whole trade and commerce of the city was confined to the shipment of grain and produce, and when, during the rapid fluctuations in the English markets, fortunes were made and lost by shippers here, in a very short space of time. Manufactures were nearly altogether unknown, and such as did exist at the time referred to were only of a very limited nature and confined to boots and shoes and articles of a kindred nature. Nearly everything had to be imported, and thus it was, that some of the oldest established trading firms in Montreal were enabled, not only to form a good connection and establish a good trade, but at the same time were enabled to build up substantial fortunes. Of several of these, mention is made elsewhere.

But to return to the rise and growth of the manufacturing industries. Many and various were the causes that gave rise to some of these, but the intelligent reader will have little difficulty in arriving at the conclusion that high tariff import duties have given birth to many of our thriving home manufactures of to-day. Right in our midst we now have a number of cotton factories supplying the material that up to a short time ago had all to be imported. Even the woollen manufacture has received an impetus at the hands of some of Montreal's enterprising citizens. It is only necessary to mention the names of D. Morrice, Gault Bros., and James Johnston & Co., who have become so closely identified with the Cotton Industry of Canada, to shew what energy and enterprise can do. These gentlemen, with a few others, have been the means of establishing cotton mills all over the Provinces of Ontario and Quebec which give employment to thousands of hands and at the same time supply the consumer with a very much cheaper article. The name of Mr. James A. Cantlie will always be held in esteem for the deep interest he has evinced in fostering the woollen manufacturing trade which has proved such a boon to Canada.

Another very important industry that has developed to a very considerable extent during the past few years is the manufacture of paper which is now produced in such quantities that it forms one of the staple exports from Canada. Up to a short time ago paper was largely imported into this country but our enterprising citizens have gone so rapidly ahead that they are now manufacturing special lines that are not produced in any other country, and hence the demand for export. In this connection the names of J. B. Rolland & Co., Jno. C. Watson, Jno. Macfarlane (of the Canada Paper Co.), and Colin McArthur, deserve honorable mention. Mr. J. C. Wilson is another paper manufacturer who has made rapid progress recently.

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## FACTURERS.

Turning to a heavier class of manufacture in which iron and steel are used, it will be found that Montreal has made wonderful strides in the past half-century. The firm of Garth & Co., established just seventy years ago have of late years extended their ramifications all over Canada for their steam heating furnaces and apparatus. Messrs. Clendinning & Son have developed a phenomenal trade in stoves, castings, ranges, etc., and now have one of the largest establishments of the kind on the continent of America. The Engine and Boiler Works of Mr. Geo. Brush, Mr. Moses Parker, and Mr. Wm. White, have grown to a considerable extent, while the nail factories of Pillow Hersey, Crathern & Caverhill, The Montreal Rolling Mills, and Peck, Benny & Co., now form important factors in the manufacturing industry of Montreal.

Among the miscellaneous industries that have risen up in still more recent years may be mentioned, the Varnish Works of McCaskill, Dougall & Co., whose products are shipped all over the world; the soap factory of Mr. Wm. Strachan; the furniture factory of Mr. Owen McGarvey whose name is well known in Europe as well as in Canada; and the cigar factory of Mr. J. M. Fortier who employs over five hundred hands. Besides these there are numerous smaller industries employing in the aggregate some thousands of men and thus contributing materially towards the welfare of Montreal as a manufacturing centre.

Having briefly reviewed the staple manufacturing industries of the city which form the foundation of her prosperity, it would be quite in order to draw attention to the higher class of work that has recently been introduced into Montreal as a part and parcel of the industries to which she owes her present proud position. No longer need we look to Switzerland, Germany, France and England for our external embellishments that we are also prone to indulge in. Jewellery, which seems to possess such a fascination for every human being, from Prince to Peasant, is now supplied from our own factories in Montreal. The Montreal Watch Case Company have been the pioneers in this direction, and any one who has seen the specimens of the artistic work they turn out, cannot but feel surprised at the beautiful and elegant workmanship for which they have already gained so good a name. A kindred industry, although not meant for the adornment of the person is nevertheless equally pleasing to the eye. This is the beautiful bevelled glass and silvering thereof that now adorns so many of our public and private buildings. Mr. A. Ramsay may justly be termed the father of this pleasing innovation, if one may apply the term. The beautiful effect produced by this importation into our midst is a "thing of beauty and a joy forever."

It was truly said by one of Montreal's best known authors:—"The advancement of Montreal in the past is a certain indication of her progress in the future and we may expect her to grow even more rapidly now from year to year than before. In its situation at the confluence of the two greatest rivers, the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson and Champlain valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where the great river, for the last time in its course to the sea, affords a gigantic water power; at the meeting point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England; in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human legislation, but in the unchanging decrees of the Eternal, as stamped on the world he has made. We know from the study of these indications that were Canada to be again a wilderness, and were a second Cartier to explore it he might wander over all the great regions of Canada and the West, and, returning to our mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn."

## J. B. ROLLAND

## JEAN DAMIEN ROLLAND.

Among the many flourishing enterprises that have contributed in placing Montreal at the head of Canadian Commerce none deserves more special mention than the well-known and old-established Paper Manufacturing firm of J. B. Rolland & Fils. This firm has been in existence for over half a century the founder being the late Senator J. B. Rolland who established the business in 1842. The firm now consists of four partners, B., Octavien, and P. of the late Hon. Jean of the Dominion Senate, great deal towards building land interest in Montreal and respect of all classes spective of creed or

Mr. JEAN DAMIEN in the firm as now constitutes a prominent part in city for the past twenty the late Senator Rolland in 1841. He received his Brothers' School and afterwards, Montreal, and commenced in the year 1857 age. His first business office of his father and after admitted as partner in the firm. This was in 1859 and twenty-nine years later, on the death of his father, he became principal in the business, which, in conjunction with his three brothers, he has carried on ever since. The prosperity of the firm, since its foundation, has been most marked and their trade extends to all parts of the Dominion. The paper mills which

they have established at St. Jerome, P. Q., are perhaps, the finest in Canada. taken a lively interest in Alderman in the City Council Ward from 1872 until 1892, been Mayor of Hochelaga represented St. Antoine during 1892 and on the occasion of the contest which brought about his unprecedented incident occurs to show how much he indispensable member of considered. Having been deposed side issue, Ald. Shorey Ward giving place to him, land) should retain his seat of the Finance Committee the most vital importance. at the last election in February, Mr. Rolland is a member of

of Trade and in carrying out the duties of that office has also distinguished himself as being instrumental in bringing about much good to commercial interests. His services in this respect have been recognized on more than one occasion by the City Merchants. He has also been elected during the present year a member of the Chambre du Commerce. He was one of the founders and has been Vice-President of the Dominion Travellers Benefit Society; is a President of the Montreal and Western Railway, a Director of the Bank of



JEAN DAMIEN ROLLAND.



S. J. B. ROLLAND.

## S. J. B. ROLLAND.

ROLLAND, the senior partner tutored, and who has taken municipal matters in this years, is the eldest son of and was born in Montreal education at the Christian wards at the Jesuits Colman's his commercial when only sixteen years of perience was as clerk in the two years of this he was

Jerome, P. Q., are per Mr. J. D. Rolland has municipal affairs and was cil representing Hochelaga having also previous to this from 1876 until 1879. He Ward in the City Council occasion of the contest election for that Ward, an currred, which of itself is esteemed and what an the Council he was defeated in his old ward on retired from St. Antoine in order that he (Ald. Rolland) should retain his seat of the Finance Committee the most vital importance. at the last election in February, Mr. Rolland is a member of

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J. B. ROLLAND & FILS.

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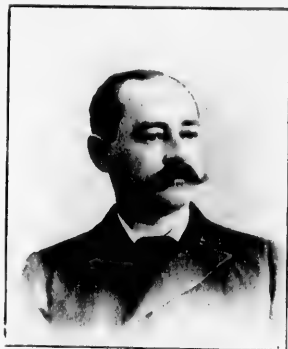
OCTAVIEN ROLLAND.

Hochelaga, and of the Manufacturers Life Insurance Co. In closing this brief sketch of his career, it may be justly said that Mr. Rolland is a citizen of which all classes of the community may be justly proud, he having benefitted the interests of the city both commercially and also as a public man who has used his power honestly for the welfare of the people of Montreal.

second son of the late partner in the firm, was and was educated at the menced his business career Rolland & Fils and was the concern. In 1882 he management of the Rolland father at St. Jerome, P. Q., study of paper manufactur- making some of the finest country. Among these may Linen Ledger and Superfine His energy and business cognized in the business rank. During his residence great deal for that munici- the position of Mayor and He is also the founder and Baptiste Association there.

brother of the before-mentioned gentlemen, was also born in Montreal, in the year 1859. He was educated at the Archambault Commercial Academy and the Montreal College. In 1877 he commenced business as clerk in his father's establishment in which capacity he worked steadily until 1883 when he was admitted as partner and shortly afterwards was made Vice-President of the responsible position he has marked ability and proved culties attending such a merical circles he takes a of Montreal's leading and industry have contri- prosperity of the firm since it. Mr. Octavien Rolland Board of Trade for several his father's footsteps as a merce.

LAND, another member in real in 1864 and educated at tion as his brother Oc- commencement in the busi- firm of J. B. Rolland & Fils, continued in that capacity taken into partnership, thus of Rollands who now con- shortly afterwards made a Director of the Rolland Paper Company. He has inherited his father's capacity for carrying on business successfully and promises to be one of the leading factors in the commercial community of the future. He has been a member of the Board of Trade for several years and has always shewn an active interest in that institution. His position in the firm is one of the greatest importance and his business career shows that he is fully alive to its responsibility.



OCTAVIEN ROLLAND.



P. DONATIEN ROLLAND.

P. DONATIEN ROLLAND.

MR. S. J. B. ROLLAND, Senator Rolland and a born in Montreal in 1851 Jesuits College. He com- as clerk in the firm of J. B. soon admitted as partner in left Montreal to take the Paper Mills built by his and having made a special ing he has succeeded in grades produced in this be mentioned Canadian Linen Record, etc., etc. ability are universally re- world where he takes a high in St. Jerome he has done a pality in which he has filled also School Commissioner. President of the St. Jean

MR. OCTAVIEN ROLLAND, born in Montreal, in the year 1859. He was educated at the Archambault Commercial Academy and the Montreal College. In 1877 he commenced business as clerk in his father's establishment in which capacity he worked steadily until 1883 when he was admitted as partner and shortly afterwards was made Vice-President of the responsible position he has marked ability and proved culties attending such a merical circles he takes a of Montreal's leading and industry have contri- prosperity of the firm since it. Mr. Octavien Rolland Board of Trade for several his father's footsteps as a merce.

MR. P. DONATIEN ROL- the firm was born in Mont- the same Collegiate Institu- tavien He also made his ness world as clerk in the This was in 1882, and he until 1888 when he was completing the quartette stitute the firm, and was the firm. He has inherited his father's capacity for carrying on business successfully and promises to be one of the leading factors in the commercial community of the future. He has been a member of the Board of Trade for several years and has always shewn an active interest in that institution. His position in the firm is one of the greatest importance and his business career shows that he is fully alive to its responsibility.

## RICHARD WHITE.

MR. RICHARD WHITE, who has been Managing Director of the *Gazette* Printing Company for the past fourteen years, is one of the best known men in Canada. He is a native Canadian, having been born in Montreal in the year 1834, and educated at the High School here. On the completion of his studies he removed to Ontario which at that time was considered a good field for young men of enterprise, energy and ability. This was in 1850 and Mr. White at once engaged in the lumbering business in which his knowledge of French secured him rapid advancement. In this he remained for about five years, having the management of two large concerns during the winter, and shipping largely, during the summer, to Quebec for the export trade, this being at the time Canada's staple trade. In the year 1855 he joined his brother, the late Hon. Thomas White, who had established the *Peterborough Review* two years previously. Mr. Richard White took up the position of Manager which he continued to fill until July, 1884, when he removed with his brother to Hamilton, they having purchased the *Hamilton Spectator*. This paper was published and controlled by Messrs. T. & R. White until 1870 when the *Montreal Gazette*, one of the oldest newspapers in Canada, far back as the year 1778, was secured by the Messrs. to his native city and has Mr. Thomas White was elected and the firm of T. & R. "Gazette Printing Company" White was appointed President of the new Company and has since. From the Richard White has been Canadian journalism for a period of the arduous duties of such an extensive Printing Company," he has member of society, and has offices during the past few years. In 1885 he was elected to the Board of Health, which was organized by the citizens to assist the authorities in stamping out the small-pox epidemic, from which Montreal was suffering so frightfully, and in this connection he was one of the most active members of the Committee, and did a great amount of good. In recognition of this service he was elected to the City Council in the following Spring, for the West Ward, which he ably represented for three years, after which he found it necessary to retire, owing to the pressing demands on his time by the rapid increase of his business. He still continues, however, to take an active part in whatever concerns the welfare and prosperity of the trade and commerce of Montreal, and since he was appointed one of the Harbor Commissioners, has done good service in pushing on the work of the harbor improvements, so much needed for the largely increased shipping trade of the port. In addition to his official connection with the *Gazette* Printing Co., Mr. White is President of the Sabiston Lithographing & Publishing Company of Montreal and Toronto; President of the Montreal Turnpike Trust Co.; Vice-President of the Montreal Cemetery Co.; Director of the Montreal Water & Power Co.; is on the Committee of Management of the Montreal General Hospital; Hon. Secretary of the Diocesan Synod, and an active member of a large number of kindred benevolent institutions in the city. He is a Justice of the Peace for the city and district of Montreal; a member of the Corporation of the University of Bishop's College; and a Trustee, under the Insurance Act of Canada, for the New York Life Insurance Company. It may be truly said of Mr. White that he is one of the busiest among the many busy men of Montreal, who enjoys in a large measure the confidence of the commercial community, as a gentleman of clear intellect, sound judgment, strict probity and ripe experience. He has been a member of the Board of Trade since 1887 and has served as Vice-President of the Council of that body. In politics he is a Conservative.

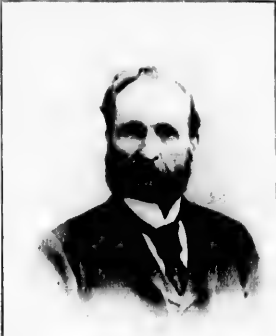


having been established as came into the market and White. Mr. White returned since resided here. In 1878 ted to the Federal Parlia- White was dissolved and the organized. Mr. Richard dent and Managing Director continued to fill these posi- above it will be seen that Mr. closely connected with Cana- of nearly forty years. In ad- devolving upon the manage- concern as the "*Gazette*" been a most useful and active filled a number of important years. In 1885 he was elect-

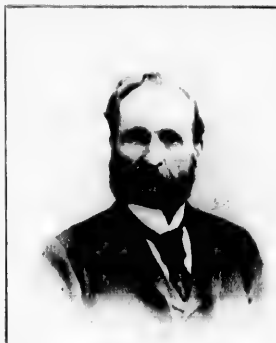
Mr. V the best kn used in ever perhaps as for the toil wife who u many years most people is taken of Mr. Strach of this sket time the d from Halif in the am ability d quality of t he is highl all his deali of the manu several oth and oil bus fortune. of financi of which he ed in the C that he wa which now This compa vious to its established increasing y dent of this concern. the Montre and in closu dation of th British mar Mr. Stracha and West I and it was fer of the sa Edwardsbu which he is Montreal a favourite su months, he an extensiv have enabl suburban r Strachan he with busin one, as he is a regula mentioned. of which ter

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MR. WILLIAM STRACHAN, Soap Manufacturer and dealer in Oils, is no doubt one of the best known men in Canada, not to speak of Montreal. The soaps he manufactures are used in every household in the Dominion, and his especially popular brand the "gilt edge" is perhaps as well known for household purposes as the world-renowned "Pears," soap is for the toilet. Certainly the "gilt edge" is more thoroughly appreciated by every housewife who uses it, and its superiority has been established beyond a shadow of a doubt for many years past. The history of this "gilt edge" is still shrouded in mystery as far as most people are concerned, but the general consensus of opinion is that when the "gilt edge" is taken off, the soap is all right and fills the bill right through. The business of which Mr. Strachan is the sole proprietor has been established for sixty-three years, the subject of this sketch having had sole control of it for the past eighteen years, and during that time the development of his trade has been of a most phenomenal kind. It now extends from Halifax to Vancouver, and is increasing year by year. This extraordinary increase in the amount of business done is due entirely to the energy, enterprise and business ability displayed by Mr. Strachan and the superior quality of the soaps he manufactures. In business circles he is highly esteemed for his all his dealings, and is looked upon as one of the pioneers of the manufacturing industry several other manufacturing and oil business, which has fortune. Mr. Strachan is of financial and industrial of which he takes an active ed in the Canada Meat Pack- that he was mainly instru- which now gives employment This company not only does vious to its inception was all established an extensive ex- increasing year by year. Mr. Strachan is the Vice-Presi-



dent of this company and from a monetary point of view the most interested party in the concern. He has been for a long time a director and one of the largest shareholders in the Montreal Stock Yards Company, whose premises are situated at Point St. Charles, and in close proximity to the Grand Trunk Railway, being well adapted for the accommodation of the cattle coming from the West by that line and intended for shipment to the British markets. On the recent death of Mr. C. M. Acer, late President of this company Mr. Strachan was unanimously elected to fill the position. He was President of the East and West End Abattoirs previous to their being transferred to the Corporation of Montreal, and it was he who negotiated all the arrangements with the city authorities for the transfer of the same. In addition to the above he is a director and large shareholder in the Edwardsburgh Savings Bank Company, and is also Vice-President of the Banque Ville Marie in which he is interested to a large extent. Mr. Strachan is a large holder of Real Estate in Montreal and some of the suburbs. At Lakeside, which is fast becoming one of the favourite suburban resort for Montrealers, who wish to get into the country for the summer months, he has not only built for himself a commodious residence, but recently purchased an extensive property there. Out of this he has already sold several lots at prices which have enabled many citizens to avail themselves of the much coveted idea of having a suburban residence of their own. This is only one of the many enterprises that Mr. Strachan has been connected with that possesses a touch of philanthropy in connection with business. From the above it will be seen that his life is an active and busy one, as he pays particular attention to all the concerns in which he is interested, and is a regular attender at all the meetings of directors and committees of the companies mentioned. He is also interested in several other growing manufacturing industries, all of which tend towards the development of the resources of Canada.

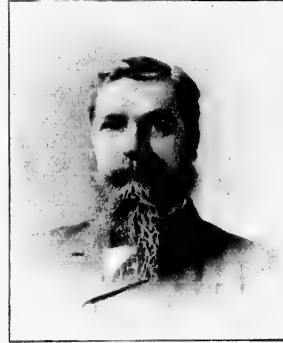




## McCASKILL, DOUGALL &amp; CO.

Few manufacturing firms in Montreal are better or more widely known than that of McCASKILL, DOUGALL & Co., manufacturers of Varnishes and Japans, whose reputation has now become world renowned, and whose business extends not only throughout the entire Dominion of Canada, but within the past few years has taken quite a prominent place in European markets. During the past fifteen years the high-class varnishes manufactured by the firm have been awarded medals and diplomas, at every Great Britain, where they have now a splendid exhibit in Chicago, which it is safe to Canada, as a manufacturing products. Mr. D. A. ner in the firm, is a native was born in 1840, and where and early business training, 1875, and has since been a commenced his commercial and Japan manufacturer, small beginning has built sive and thriving industries the leading one of its kind Caskill's career throughout and continued success, and indefatigable energy and combined with the strictest in all his dealings. In commercial circles he holds a high rank and is highly esteemed by all with whom he comes in contact. In social circles he is equally well and favorably known and for many years has been an active worker on behalf of several charitable and benevolent institutions in the city to which he is a liberal donator. He is a Life Governor of the Montreal General Hospital and closely allied to several other kindred institutions. In politics he is a pronounced Conservative and a prominent member of the Junior Conservative Club of Montreal.

Mr. JAMES S. N. DOUGALL, as partner at the forming the firm of is well known in com-Montreal, but throughout He is a native Canadian, city in 1853, and educated, Montreal, and afterwards commenced his commercial sixteen and has been con-of business ever since, and few men are more all its details. For the Dougall has been connected Corneille & Co., and for a partner in the concern, a valuable experience of all the various lines in connection with such a varied business. He visited Europe for the purpose of purchasing goods necessary for the trade, and for over sixteen years has travelled all over Canada, during which time he has gained a wide experience which he is now able to turn to practical account. He retired from the old firm to form the present partnership with Mr. McCaskill. Mr. Dougall has been a member of the Board of Trade since 1887.



DUNCAN ALEXANDER McCASKILL.



JAS. S. N. DOUGALL.

first-class prizes, gold medal exhibition in Canada and have been shewn, and they ready for the World's Fair to predict will do credit to country for high-class McCASKILL, the senior partner of Nova Scotia where he he received his education He came to Montreal in resident in this city. He career in 1878 as Varnish and from a comparatively up one of the most extensive in the country and certainly in the Dominion. Mr. McCaskill has been one of pronounced this is entirely due to his remarkable business ability, uprightness and integrity and is highly esteemed by all with whom he comes in contact. In social circles he is equally well and favorably known and for many years has been an active worker on behalf of several charitable and benevolent institutions in the city to which he is a liberal donator. He is a Life Governor of the Montreal General Hospital and closely allied to several other kindred institutions. In politics he is a pronounced Conservative and a prominent member of the Junior Conservative Club of Montreal.

who joined Mr. McCaskill in the commencement of 1892 (thus McCaskill, Dougall & Co.), mercantile circles, not only in the Dominion of Canada, having been born in this first at the High School, in Liverpool, England. He career at the early age of connected with his present line it may safely be said that thoroughly conversant with past twenty-four years Mr. with the firm of McArthur, period of ten years was a During that time he gained

## OWEN MCGARVEY, OF OWEN MCGARVEY &amp; SON.

known than that of those whose reputation has been made throughout the entire Dominion. He occupies a prominent place in the history of the manufacture of prizes, gold medals and silverware in Canada and the United States, and is shown, and they will do credit to the World's Fair for high-class work, the senior partner in the firm of McNeilly & Co., Ltd., in Scotland where he received his education in Montreal in 1878. He is a comparatively young man, but of the most extensive experience in his country and certainly in his Dominion. Mr. McNeilly is pronounced a thoroughly successful business man, due to his business ability, energy and high esteem by his fellow-citizens. He is well and favorably known as a public and charitable and a Life Governor of the Life Insurance Co. of Montreal. In politics he is a prominent member of the Montreal.

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Few members of the Board of Trade are better known in this city than Mr. Owen McGarvey the senior partner of the firm of Owen McGarvey & Son, wholesale and retail manufacturers and dealers in all styles of plain and fancy furniture. Mr. McGarvey is a native of the County Armagh, Ireland, but emigrated at an early age to Canada making Montreal his future home. As far back as 1843 Mr. McGarvey established himself in business here and laid the foundation of a business that he has developed into one of the largest and finest in the Dominion, and during the present year will celebrate the jubilee of that important event in his successful career. The premises occupy one of the most prominent positions in the city, at the corner of Notre Dame and McGill streets, having recently been enlarged and beautified, the building being one of the fine edifices for which Montreal has become so noted. Mr. McGarvey has during his half-century of active business life seen the rise and fall of a great many firms in his own line of business, while unvarying success seems to have followed all his undertakings. This is owing to the inherent stern business qualities he possesses coupled with unswerving fidelity, uprightness and true honesty of purpose and he stands to-day amongst the



honesty of purpose and he leading merchants of Montreal. Copied by the rising genera- is a prominent figure in this avoided publicity and has de- has been asked to accept, marked by strict attention to found ample time to devote tution where he thought he fortunate fellow creaters pensed with a liberal fund- tion. For many years he the Montreal General Hos- interest, he is also a life president of the Notre Dame president of the Mutual In- real, a director of St. a member of the Art Association, has been vice-president of St. Patrick's Temperance Society for a number of years, and is associated with several other charitable institutions. Mr. McGarvey is a staunch teetotaler and has been an earnest advocate of the temperance cause for more than 40 years. To this he attributes, in a great measure, his success through life. His firm enjoys the highest reputation throughout Canada from a financial point of view, and has obtained numerous medals and diplomas for the excellence of their goods. These comprise prizes received at the Antwerp Exhibition (1866), Colonial and Indian Exhibition, London, England, and Exhibitions in Paris, Belgium, and several in the Dominion of Canada. In speaking of the exhibit displayed at the Colonial and Indian Exhibition, held in London, Eng., in 1885, the art critic of the London *Cabinet Maker and Art Furnisher*, (Nov. 1st, 1886) which is the highest authority in England in this line of business, says, "The Empire may well be proud of the fine Canadian exhibit, but unfortunately the furniture of these hardy colonists is too much affected by the American style to command the admiration of the artistic. The proximity of such baneful influences has undoubtedly swayed the otherwise good work of the Canadian manufacturers. It is, however, fair to say that in many cases the goods which are shown are free from such blemishes, notably those exhibited by Messrs. Owen McGarvey & Son, of Montreal. The chair and table here figured (referring to illustrations of these articles), are unique selections from the exhibit of this firm, and the designs will speak for themselves." In connection with exhibitions, it is but just to Mr. McGarvey to say that he was one of the first men in Canada to place publicly before the world high-class Canadian manufactures with a view of showing that this country could take rank with the older ones in the production of first-class articles. Mr. McGarvey has been a member of the Board of Trade for a number of years and in politics has always been a Conservative.

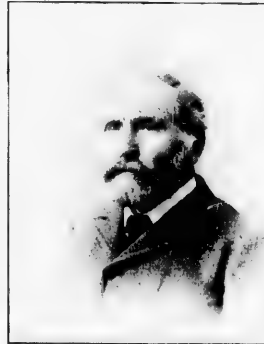
## JOHN T. HAGAR.

Mr. JOHN T. HAGAR, the subject of the present sketch, is the sole and active partner in the old firm of J. & T. Bell, which may lay claim to be one of the oldest, as it is one of the highest standing in the many boot and shoe firms that have grown up in Montreal during the century now drawing to a close. The firm of J. & T. Bell dates back to 1819, and has always held a very high position and reputation, being won rather by the high quality of the goods turned out than the extent of the business transacted, although the latter is very considerable. Mr. Hagar, who at present controls the business, is a Canadian by birth having received his education with the leather and shoe management of his commercial establishment, the prestige it has so well nearly three-quarters of a century. One peculiar fact about this firm, is that it has been doing business in the same store for over fifty years and has lost nothing in standing or high character in all that time. Mr. Hagar is a member of several charitable institutions in the city, and has been able and benevolent institution a much respected member of the Board of Trade for many years past. He takes a lively interest in all its deliberations, and is always ready to assist any scheme that has for its object the development of the trade and commerce of the city of Montreal as a port, as well as of the country generally. Mr. Hagar is especially interested in manufacturing industries.



## JOHN KERRY (KERRY, WATSON &amp; Co.)

Mr. JOHN KERRY, the senior partner in the firm of Kerry, Watson & Co., Wholesale Drug Merchants and Manufacturers, is a native of England. He was born in 1825, was educated in his native country and also served his apprenticeship to the trade there. He came to Montreal in 1849 and became a partner with the late Mr. John Carter who carried on the business established in 1815. Mr. Kerry has, by dint of hard work and steady perseverance, been the means of building up one of the most extensive businesses in Canada. The travellers of the Dominion where any and the drugs they supply for the relief of thousands of proprietors of Gray's Syrup number of similar specifics renowned. In addition to the Laboratory in Montreal and stores in London, and Boston, Mass. Mr. George's Society of which he has been a long period and has been the original promoters of the in which he has filled the offices of Treasurer and President. Mr. Kerry is one of the oldest members of the Board of Trade having joined as far back as 1851. In politics he is a Conservative. Mr. Kerry is a liberal contributor to local charities and is very popular in social circles.



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## GARTH &amp; CO.

HENRY W. GARTH.

JOHN HENRY GARTH.

MR. HENRY W. GARTH, senior partner in the firm of H. W. and J. H. Garth, proprietors of the Dominion Metal Works, is a native Canadian, having been born in Montreal in the year 1840. He was educated at the Upper Canada College, Toronto, Ont., and after leaving that institution in 1863, he entered the employ of Messrs. Carpenter & Co., wholesale hardware merchants of Toronto. He remained in the employ of this firm for five years, and at the expiration of that time returned to Montreal. He then entered the employ of his brother, Mr. Charles Garth, who was then principal owner and director of the Dominion Metal Works. He became a partner in the firm in the year 1875, under the style of Charles Garth & Co. The latter gentleman retired from business in the year 1878, when Henry, the subject of this sketch, became senior partner, and associated himself in business with his nephew, Mr. John Garth. These gentlemen have since carried on the affairs of the firm most successfully. The Dominion Metal Works was established in the year 1823 by the father and grandfather of the present proprietors. It is the oldest establishment of its kind in Canada, and to the enterprise of its originators is due the first introduction of gas lighting, the first hot water heating and the first steam heating apparatus into Canada. Most, in fact nearly all the principal public buildings, and many of the largest private houses of this country have been fitted up by this firm, and their work has given most universal satisfaction to all with whom they have had dealings. Among the many public and private buildings fitted up by this firm with heating, plumbing and gas-fitting apparatus may be mentioned the following:—The Lunatic Asylum, Toronto, in 1848; the Rockland Asylum, Kingston; the Parliament and Departmental Buildings, Ottawa; the Ville-Marie, Providence and other convents and hospitals in Montreal; Harbor Commissioners' buildings, Montreal the Grand Trunk Offices, Pointe St. Charles, and Nordheimer's Building, Montreal. They have also fitted up the post offices at Quebec, Sherbrooke, Clifton, Stratford, Winnipeg and Brandon, and have contracts on hand at present for several others. Among the banks they have had almost an entire monopoly in this line of business, as the following list, in addition to several others, will shew. Jacques Cartier, Mechanics and Merchants banks, Montreal; Merchants Bank branches at Kingston, Toronto and Ottawa; the branches of the Bank of Montreal at Ottawa, London and Hamilton. The other large buildings that may be mentioned as having been fitted up by them are the Custom House and Lieutenant Governor's residence, Regina; the Lieutenant Governor's residence, Winnipeg; Langevin's Block, Ottawa, and the Experimental Farm buildings, Ottawa. Extensive as the above shews their trade to be it is still on the increase, and each succeeding year finds a further development.

MR. HENRY W. GARTH has been a member of the Board of Trade for the past five years and since his connection with that Corporation he has been most active and energetic in upholding the general interests of trade and commerce at this port.

MR. JOHN HENRY GARTH, who is associated in business with his uncle, is, like the latter gentleman, a native of Montreal, and was born in the year 1856. He received his education at Lennoxville College, P. Q., and first commenced business in the employ of his father. When the term of his apprenticeship had expired he became chief engineer of the establishment, in which capacity he continued until the year 1878, when, upon his father retiring from business, he entered into partnership with his uncle, with whom he has since carried on the business. By his energy and ability combined with his thorough practical knowledge of the business he has contributed in no small degree to the success which the firm has achieved and which places them in the very front rank among Canadian manufacturers. Apart from his business capacity Mr. John H. Garth has been a prominent member in social and military circles for a number of years. For a period of fifteen years he served in the Sixth Provisional Regiment of Cavalry in which corps he held a commission as Lieutenant and was always looked upon as one of its most energetic members. In athletics he has always taken an active interest and is a member of the Montreal, the St. George, and the Argyle Snowshoe Clubs, also of the Montreal Canadian Athletic Club, the St. Lawrence Boating Club and the Lachine Boating Club. He joined the Board of Trade in 1888, and in politics is a Conservative.

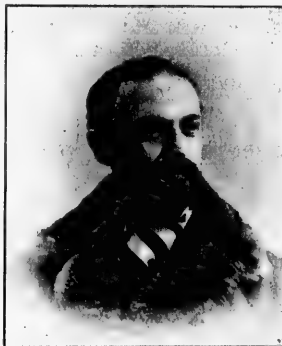
## HENRY BULMER, CONTRACTOR.

One of the oldest and most prominent members of the Board of Trade is Mr. HENRY BULMER, the well-known contractor. An Englishman by birth he has made Canada his home, having emigrated here in 1832. He received his early education in England and after this had been completed in Canada he finally settled in Montreal in 1841 and in the following year commenced that date his progress has during the intervening half of the most extensive and Dominion and is looked upon brickmaking industry of Can- tified with several charitable notably the St. George's one time President. He was nic's Institute when the pre- always taken a lively interest years he sat in the City Coun- the office of President of the tures and also of the Provin- Of late years he has ceased in business and has devoted energy to Harbor Improve- Harbor Commissioners he has done good service towards the much-needed extension of harbor accommodation in the Port of Montreal. Mr. Bulmer has been a member of the Board of Trade for nearly twenty years and in politics is a Conservative, and up to recent years took quite an active part in election matters.



## JOHN EASTON MILLS WHITNEY, LEATHER MERCHANT.

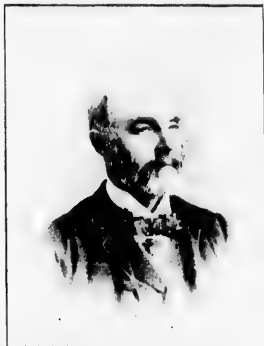
MR. JOHN EASTON MILLS WHITNEY, Wholesale Leather Merchant, is the son of the late Mr. N. S. Whitney, one of the pioneers of the leather trade in Canada, and one of the first importers of prize Ayrshire cattle for the purpose of improving the stock of the country. His grandfather was the late John Easton Mills, banker, formerly Mayor of Montreal, and president of this city to St. John's, Que. at McGill College, Montreal, course of studies at the Gonville and Caius Colleges, to enter the army, but his he went into business in 1874. was formed, of which he is ness circles he is highly most honorable and straight- the result of which is that he flourishing trade. It is in however,, that Mr. Whitney is highly appreciated. He is daily press on important cur- several small literary works, account of a cruise in his in the summer of 1880. He has held Commissions in the Canadian Militia, and saw active service during the Fenian Raids of 1866 and 1870. He married the daughter of the late Surveyor-General Bouchette and sister of Lady Shen, wife of the Governor of the Bahamas. She has gained much distinction as a musical composer.



COLIN McARTHUR.

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MR. COLIN McARTHUR, whose name is famous as the first manufacturer of wall paper in this Province, is a native of Glasgow, Scotland, where he was born in 1835. He was educated at St. Enoch's school of that city, and for sixteen years was associated with the firm of Wylie & Lochead, wall paper manufacturers, a large portion of this time as Manager in their establishment. United States and Canada finally settled in Toronto. In 1870 he moved to Montreal, the first Province of Quebec. He from Scotland, as none could at the time, but all the un- belonged to Montreal. His mously since and has well re- enterprise and push in carry- At all exhibitions, both local Arthur's goods have been and every case secured first exhibitions in which he has Canada, as a mauufacturing Antwerp and Trinidad may McArthur has been a member of the Board of Trade for the past five years, and as may be seen from the foregoing remarks has been one of the mainstays of the industries of this country, in which he takes so deep an interest and especially lends his aid to every manu- facturing industry that may arise.



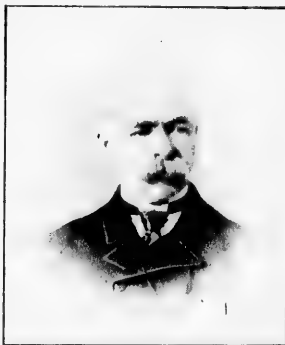
He frequently visited the on behalf of this firm, and where he lived for four years. real and there established his wall paper factory in the brought skilled labour out be obtained in this country skilled workmen employed business has increased enor- warded Mr. McArthur for his ing it on since its inception. and foreign, where Mr. Mc- exhibited, they have in each prizes. Amongst the foreign so well upheld the honour of country, those of Jamaica, be especially mentioned. Mr.

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JAMES E. MULLIN, WINE MERCHANT.

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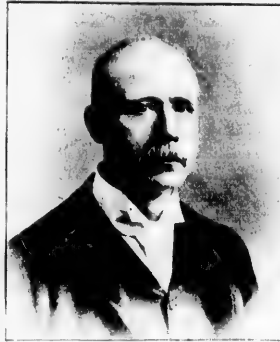
MR. JAMES E. MULLIN, the well known Wholesale Wine Importer, is a native of Ireland, having been born in the County Tyrone, and educated at the Grammar School in his native place. He came to Canada in 1847, and settled in Montreal, where he entered the counting-house of his brother who was then carrying on the wholesale grocery and wine business. On the death of the latter Mr. Mullin formed a partnership with his younger brother Patrick Mullin & Co., and continued by their late brother, this the title of the firm. Mr. taste and culture, improved having an extended know- in prose and poetry and never some well-known author on He was elected to the City Alderman for nine years. He when that appointment was being defeated by one vote. President and President of number of years, is a Life General Hospital, Trustee of a member of the Montreal Hunt Club, and connected with a number of other institutions. In addition to his wine importing business he is an extensive manufacturer of cigars and boots and shoes. He is a Justice of the Peace, and a member of the Board of Trade for the last ten years. Mr. Mullin has always been an ardent advocate of Home Rule for Ireland.



of the latter Mr. Mullin form- younger brother Patrick Mullin & Co., and continued by their late brother, this the title of the firm. Mr. taste and culture, improved having an extended know- in prose and poetry and never some well-known author on He was elected to the City Alderman for nine years. He when that appointment was being defeated by one vote. President and President of number of years, is a Life General Hospital, Trustee of a member of the Montreal

## MOSES PARKER.

MR. MOSES PARKER, one of the best known Iron Founders in the city of Montreal, is an Irishman by birth, having been born in the town of Tandragee, County of Armagh, Ireland, in the year 1840. When he had attained the age of three years his parents, decided to come to Canada, and bringing their son, the subject of this sketch, with them settled in Montreal. He was in which institution he was Upon completing his studies life in the year 1853, when he Rodden iron founder, etc. clerk in the latter gentle- in the firm's employ for over time by his great industry to be manager of the busi- cupied with great credit to his employers. In the year own account a business sim- had been so long connected, energy and ability built up extensive connection through- many other parts of the round him a very large num- ber of patrons, and his establishment ranks as one of the best of its kind in the city. Mr. Parker is a well known member of the Board of Trade, and is also a Governor of the Montreal General Hospital, in which institution he has always taken a very deep interest, being also a liberal contributor to other charities.



## ALEXANDER RAMSAY.

MR. ALEXANDER RAMSAY, of A. Ramsay & Son, was born in Glasgow, Scotland, in 1840. He came to Canada with his parents in 1841, and has since resided in Montreal. He joined his father in the wholesale paint and varnish business in 1850, and since then has established one of the largest commercial enterprises in Montreal. His trade extends from Halifax to Victoria, and has assumed large dimensions themselves a large por- assurance of quality. Their and coach colours have a have lately made extensive amongst which might be for plates and manufacture This enterprise is meeting manufacture of printing and just been entered upon, and agement which has brought ments will have a similar re- a high reputation for sterling the financial position of his is chairman of the road com- and has been largely instru- the improved condition of the existing roads, and opening up new ones in that municipality. He joined the Board of Trade in 1887. He is connected with St. Andrew's Society, and is President of the Dominion Plate Glass Insurance Co. He first introduced plate glass into Canada and fitted the largest establishments in the Dominion with the article



his business in every branch sions. As the firm manufac- tion of their goods they have ground leads, mixed paints special reputation. They additions to their business, mentioned the silvering mir- of stained and art glass. with great success. The lithographic inks has also Doubtless the splendid man- such success to other depart- sult in this. Mr. Ramsay has business ability and energy firm ranking very high. He mittee of Cote St. Antoine mental in bringing about

MR. THOMAS business men in business in Mo he does not su combined with him a special as favorably k whom he supp waggon covers line of busines plies the very l he keeps all co not by any mea parts of the D Mr. Sonne is hi ing and unswr the Board of for many year though of a qu niment part in election held in sentation of St candidature, bu government, h will receive the

Among the than Mr. P. A. educated at Be of this city, at the *Transcript* the printing c he has been pr ing and type r of the Montre published in 180: ous as the ch their battles de gaged in the TORV, and a which he was t sistant Manag 1872, and shor tion he has h marked abilit Trinity Church Masonic frat filled some of the Mizpah L comes in con joined the Bo



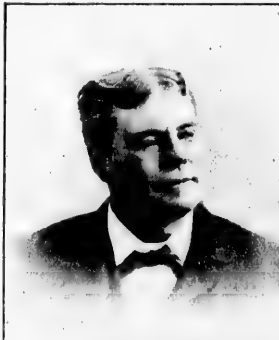
THOMAS SONNE.

MR. THOMAS SONNE, Ship Chandler and Sail-maker, is one of the best known business men in this city. Mr. Sonne is of European extraction, but has been settled in business in Montreal for the past 28 years. There is nothing wanted on board ship that he does not supply, and his combined with strict attention to business, has made him a special favorite with the citizens of Montreal, as favorably known among whom he supplies with tarpaulins, awnings, horse and of canvass goods. In his line of business he has applied the very best of goods he keeps all competitors out not by any means confined to parts of the Dominion. In Mr. Sonne is highly respected for his straightforward dealing and unswerving honesty. He is an esteemed member of the Board of Trade, with which he has been connected for many years. His trade is Montreal, but extends to all commercial and social spheres for his straightforward dealing. He is an esteemed member of which he has been connected with the Liberal, and independent disposition, takes a prominent part in political matters. At the last municipal election held in February Mr. Sonne's name was mentioned in connection with the representation of St. Lawrence Ward, but with his usual modesty the gentleman declined the candidature, but we hope in the near future, that in the interests of pure and good civic government, he will allow himself to be brought forward, when he may rest assured he will receive the heartiest and best support of the electors of that division.



P. A. CROSSBY, DOMINION TYPE FOUNDRY.

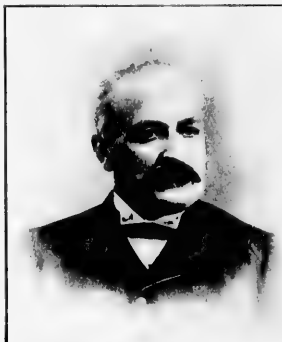
Among the prominent citizens of Montreal there are few more universally respected than Mr. P. A. Crossby. He is a native of Montreal where he was born in 1843. He was educated at Beauharnois and commenced his commercial career with Mr. Rollo Campbell of this city, at that time proprietor of the *Pilot*. He afterwards obtained a position on the *Transcript* as compositor, and soon became foreman of that paper. Since that time he has been prominently connected with newspaper printing. He was one of the founders of the Dominion Typographical Union, which was established the following year and was conspicuous in the Union and sturdily fought the strike. In 1868 he was employed by LOVELL'S DOMINION DIRECTOR, BRITISH NORTH AMERICA, of which he was the editor. Mr. Crossby was appointed Assistant Manager of the Dominion Type Foundry in 1872, and shortly afterwards became Manager. This position he has held ever since and has filled it with marked ability and success. He is a leading member of the Trinity Church and delegate to the Synod. Among the prominent figures, and has filled some of the highest offices in the Province of Quebec, and is a Past Grand Master of the Mizpah Lodge of the I.O.O.F. Mr. Crossby is highly esteemed by all with whom he comes in contact, for his uprightness, integrity, and honesty in all his dealings. He joined the Board of Trade in 1881, and has always taken a lively interest in its affairs.





## EMILE GALIBERT, TANNER AND LEATHER AND HIDE MERCHANT.

MR. EMILE GALIBERT, Tanner and Wholesale Dealer in Hides, Skins and Wool, is a native of France, where he was born in 1847, and was educated in the college of Cleremont. He came to Canada in 1863 and after spending two years at Lennoxville college he settled in Montreal. Two years later he commenced his commercial career as partner with his father, under the style of C. Dealers in Hides and Wool, ried on in the same name. inent figure in French Can- high in commercial circles, the French Chambre du Com- has filled the office of Presi- well as several other import- cieties. It was during his the Chambre du Commerce such beneficial effect, for the tween France and the Domi- suffered so much for the want among the importers and The result of this action on that an impetus was given to that has been productive of the wholesale French importing houses in Montreal. He joined the Board of Trade in 1897 and takes an active interest in the welfare of the trade and commerce of Montreal, especially the trade with France, in which he is so deeply interested and which he has done so much to place on a sound basis.



Galibert & Son, Tanners and the business being still car- Mr. Emile Galibert is a prom- adian Society and stands He has been connected with merce for many years and dent of that institution as ant offices in commercial so- term of office as President of that action was taken with protection of the trade ben- ion of Canada, which had of a thorough organization traders in French merchandise. the part of the executive was Canada's trade with France the most beneficial results to

## MR. WILLIAM ANGUS.

MR. WILLIAM ANGUS, the well-known Paper Manufacturer of this city, is a native of Scotland, having been born in Glasgow in the year 1834. He received his education in his native city and also obtained a good insight into commercial life in that great centre of trade and commerce. In the year 1856 he came out to Canada, and settling in Montreal entered the service of Alex. Manufacturers. He remained some time and then com- account, establishing the firm Manufacturers, which was Canada Paper Company, of President and Managing Di- city soon made the enterprise untiring energy and attention He resigned his position with then started business as a This business was afterwards Royal Pulp and Paper Com- Vice-President and Agent. cern has to-day attained is increasing year by year in under an able and energetic an old member of the Board of Trade, and has practically helped to develop the trade of Montreal in many ways. He is also connected with St. Andrew's Society and Past Presi- dent of the Caledonian Society, and is a Life Governor of the Montreal General Hospital, to the funds of which he is a liberal contributor.



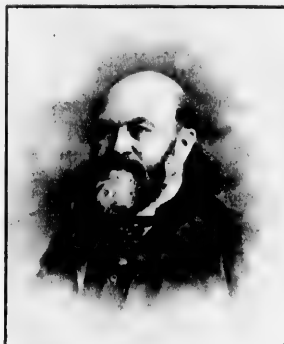
Buntin & Company, Paper with the latter house for menced business on his own of Angus & Logan, Paper afterwards assumed by the which Mr. Angus became rector, and in the latter capa- a remarkable success by his to the details of the trade. this Company in 1882 and chemical pulp manufacturer. taken over by the present pany, of which Mr. Angus is The trade of the latter con- enormous dimensions, and every part of the Dominion management. Mr. Angus is

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## GEORGE S. BRUSH.

MR. GEORGE S. BRUSH, who succeeded his father to the proprietorship of the Eagle Foundry and Engine Boiler Works (the oldest establishment of its kind in Canada) was born in the city of Vergennes, Vermont, in the year 1827. He was educated at the University of Vermont and McGill College, Montreal, and afterwards studied law in the office of Messrs. A. & G. Robertson, admitted to the Bar of Lower Canada, became connected with his machinery business, and upon man in 1883 succeeded him the firm. It might here be occupies a page of its own in tion in this country, having steamboats on the St. Law- with their engines, machi- Royal Navy steam frigate bec and her engines fitted by first established in the year Ward of Jersey city, N.Y., business was carried on by late Mr. Brush (father of the partner in 1839, and event- A very large business is done by the firm to-day, and many of the principal steamers plying on the St. Lawrence and Ottawa rivers have been engined by this Company. Mr. Brush joined the Board of Trade in 1873 and has since taken an active part in promoting the trade and commerce of this port.

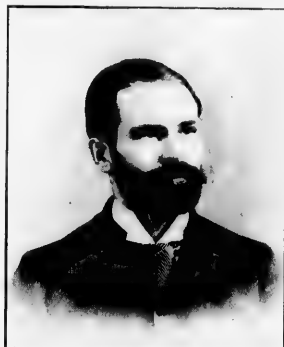


of the latter city, and was Canada in 1852. In 1854 he father in the foundry and the death of the latter gentle- in carrying on the affairs of stated that the Eagle Foundry the history of steam naviga- supplied some of the earliest rence and Lake Champlain nery, etc. The hull of the *Sydenham* was built at Que- this firm. The foundry was 1821 by the late John D. and on his retirement, the his two brothers whom the present proprietor) joined as ally acquired for himself.

## THOMAS W. NESS, ELECTRICAL SUPPLIES.

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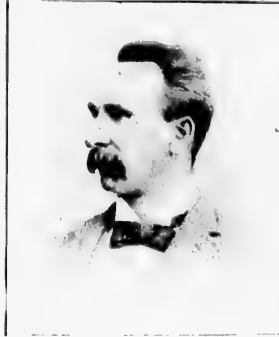
Prominent among the rising men in Montreal and a true disciple of the great Edison, is THOMAS WOOD NESS, Manufacturer of Telephone and all kinds of Electrical appliances. He is a native Canadian, having been born in Ontario in 1860, and educated first at Richmond Hill High School and afterwards at the Toronto Normal School. He came to Montreal in 1844 and settled for the supply of all kinds of machines. He, four years later manufacture. Since then Mr. rapidly owing entirely to his is not generally known that as far as the telephone busi- Company having failed to Canadians are fast realizing owning their instruments rental charges. For some manufacturing these instru- has already equipped many up numerous factories, offices, tem of telephones. Four one man, but now he gives fifty hands. There is a branch to, besides which Mr. Ness has a number of agencies in different cities and towns throughout the Dominion. He is an active member of several societies in the city, and is highly respected in social circles. Mr. Ness joined the Board of Trade in 1887, and in politics he is a thorough Independent.



in business here as the agent Electrical appliances and established a factory for their Ness's business has increased energy and perseverance. "It Canada is a "free country," ness is concerned, the Bell maintain their patents here. the privilege they enjoy of instead of paying exorbitant years Mr. Ness has been ments on a large scale, and local exchanges, and fitted etc., with his warehouse sys- years ago he employed only constant employment to over at 106 King St. West, Toron-

GEO. WALTER SADLER, LEATHER BELT MANUFACTURER.

MR. GEORGE WALTER SADLER, sole proprietor of the firm of Robin & Sadler, Leather Belt Manufacturers, was born in Montreal in 1852, and educated at the old Model School in this city. He commenced his commercial career in 1876 with his late partner Mr. Thomas Robin, in the leather belt manufacturing business. At this time leather belting was but little known, and for a while the trade was confined to the supplying of a few factories. It has now developed to such an extent that it has become one of the leading industries of Canada, and Mr. Sadler as one of the pioneers in this trade has reaped the benefit of the constantly increasing demand for his products. Previous to the formation of the partnership Mr. Sadler lived in the States where he was engaged in a large leather belting factory of which he became manager. He returned to Montreal in 1874, and for two years was manager of the belting firm of L. J. Campbell, after which he joined Mr. Robin as partner in the same line of business, which he has carried on alone since the death of the latter gentleman. The rapid increase in his trade necessitated the establishing of a branch in Toronto, of which Mr. Sadler is also sole proprietor. He joined the Board of Trade in 1888. Mr. Sadler is one of the original promoters of the Montreal Exposition Co., and has been an active director of that institution since its inception. He is a life member of the Montreal General Hospital, and the Verdun Insane Asylum, and is Vice-President of the Caledonian Curling Club. In his connection with the Protestant Hospital for the Insane Mr. Sadler has shown a deep interest in its welfare.



Mr. ROBERT MONTGOMERY, of Montreal, and of the Montreal College Academy, Scotland, in 1859, a gentleman being a goods house came buyer for successful. In 18 goods trade, and as a lumber m since, having overcome many daunted the on classed amongst spite of the tota ery by fire some like, risen above ness has reach the foremost in Canada. He w adry troop of during the Fen taken a great with a view to

WALTER WILSON, MANAGER CENTRAL AGENCY.

MR. WALTER WILSON, who is so widely known in Montreal and throughout Canada as the Manager of the Central Agency, is a native of Scotland. He was born in Glasgow in 1851, and educated at the High School there, The Grange, Sunderland, England, and the Andersonian University, Glasgow, Scotland. He came to Montreal in 1876, and the same year commenced his commercial career in this city, where he has resided ever since. His earlier business training was received in the offices of large shippers, Glasgow, and Handyside & Henderson, the Scotland, with whom he remained until 1873, when he was transferred to their New York office, where he spent two years. Having secured the Canadian agencies for of Mile End, Glasgow, and John Clark jr. & Co. (thread) (linen threads) of Lisburn, Wm. Barbour & Sons, real, which has since been Ireland, he removed to Montreal, his business headquarters. In 1889 the Central Agency was formed, and Mr. Wm. Wilson was appointed manager, which position he comprises the representation of continues to hold. This com- tham, England; Clark & Co., Jonas Brooks & Eros., Mel- Clark, Jr., Glasgow, and J. Paisley, Scotland; John & P. Coats, Ltd., Paisley, Scotland, and may safely be said to be one of the strongest combinations in the world. Mr. Wilson is a most able and energetic man of business and eminently fitted for the onerous position he holds, and is highly esteemed in commercial circles. He joined the Board of Trade in 1876. He is a member of St. Andrew's and Caledonian Societies and a life governor of the Montreal General and Notre Dame Hospitals.



JOH

Mr. JOHN M. Macfarlane, Company, is a native of Scotland, eight years he attended the Glasgow School and university, and in sixteen years, he has been connected with whom he has been connected. He then entered the service of the manufacturers and in 1872, when he started a stock company, he was elected President of the Company, Mr. Macfarlane was with the office of the President. On the 1st of January, 1873, Macfarlane was elected President of the Company and Managing Director of the present time. He has been in the business of the Company for twenty years, having been elected President of the Company from New York, and in commercial and in the welfare of the quarter of a century, he has been in movements which was one of the oldest members of the Company.

ROBERT MACFARLANE.

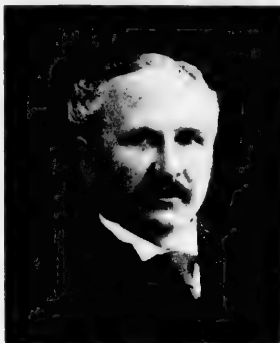
MR. ROBERT MACFARLANE, owner of the well known lumber mills, is a native of Montreal, and was born in the year 1842. He received his early education at the Lower Canada College, Montreal, and afterwards completed his studies in the old Glasgow Academy, Scotland, from which institution he graduated honorably. Returning to Montreal in 1859, he joined his gentleman being senior mem- goods house bearing his came buyer for his firm, and successful. In 1874 he severed goods trade, and commenced as a lumber manufacturer, since, having by undaunted overcome many difficulties daunted the ordinary man, classed amongst the foremost spite of the total destruction ery by fire some years ago, like, risen above this catas- ness has reached to very the foremost rank of such Canada. He was for years aly troop of the Montreal Guards, and was en outpost duty in the vicinity of the city during the Fenian raid of 1866. He joined the Board of Trade in 1887, and has since taken a great interest in that corporation, and a prominent part in projects undertaken with a view to extend and better the commercial interests of Montreal.



father in business, (the latter b. r of a large wholesale dry name.) He subsequently be- in this capacity was highly his connection with the dry business on his own account He has been very successful energy and perseverance and trials, which would have His business can now be of its kind in the city. In of his premises and machin- Mr. Macfarlane has, Phoenix- trophe, and to-day his busi- great dimensions, and is in industries in the Dominion of connected with the old cav-

JOHN MACFARLANE, VICE-PRESIDENT CANADA PAPER COMPANY.

MR. JOHN MACFARLANE, Vice-President and Managing Director of the Canada Paper Company, is a native Canadian having been born at Fort Erie, Ont. At the early age of eight years he came to Montreal with his parents and received his education at the High School and under private tuition. He commenced his commercial career at the age of sixteen years, as junior clerk with whom he remained until He then entered the firm of facturers and in 1870 became In 1872, when the firm be- stock company under the Company, Mr. Macfarlane with the official position of tor. On the retirement of Macfarlane was unanimous- and Managing Director the present time. During ness of the Company has portions having connections nent from Newfoundland to in commercial circles having in the welfare and growth of quarter of a century. Mr. Macfarlane has been particularly identified with all the progressive movements which have taken place in connection with the growth of Cote St. Antoine and was one of the first councillors elected for that municipality. Mr. Macfarlane is one of the oldest members of the Board of Trade and in politics is a Liberal Conservative.



with the late Hew Ramsay the death of that gentleman. Angus & Logan, Paper Manu- a partner in that concern. came incorporated as a joint title of the Canada Paper became one of the Directors Assistant Managing Direc- Mr. Angus in 1880 Mr. ly elected Vice-President which position he holds at his administration the busi- increased to very large pro- extending across the conti- the Pacific. He is well known always taken an active interest Montreal during the past

## HON. SENATOR EDWARD MURPHY.

THE HON. SENATOR EDWARD MURPHY was born in Ballyellen, County Carlow, Ireland, on the 20th July, 1818. His family were for over a century large mill owners and corn merchants in the County Carlow, and claim lineage from *Dunal Mor*, in the County Wexford, dating back to the reign of Henry VIII. and Edward VI., under whom most of his estates were confiscated. with his parents in the year where he has since resided. years he commenced a com- the large wholesale firm of and in 1850 he became a he was called to the Domin- important and influential since. He is a supporter of party. As an upholder of good in this city, and his mote the sobriety and general community of Montreal. As perance Society he has con- cause of temperance. Mr. many important public offices, ector of the City and District and in 1877 President, an office to which he has been annually elected. He is a Life Governor of the Montreal General Hospital, also of the Montreal branch of Laval University. He is a Magistrate of Montreal, and one of the Harbour Commissioners for the past twenty years.



Mr. Murphy came to Canada 1824, and settled in Montreal At the early age of fourteen merical career as salesman in Frothingham & Workman, partner in the firm. In 1880 ion Senate and has been an member of that body ever the Liberal Conservative temperance he has done much great aim has been to pro- welfare of all classes of the President of St. Patrick's Tem- tributed greatly towards the Murphy has, and still holds. In 1862 he was elected a Dir- Savings' Bank of Montreal,

## A. HAIG SIMS, SHIRT AND COLLAR MANUFACTURER.

MR. A. HAIG SIMS, sole proprietor of the firm of A. H. Sims & Co., wholesale shirt and collar manufacturers, is one of the best known men in Montreal circles both commercial and social. He was born in London, Ont., in 1853, and removed to Montreal with his parents in 1860. It was here that he received his education in private schools and he has been a resident of this here. He commenced his when only sixteen years of thoroughly sound business manufacturing business on is the proprietor of the only the country supplying the to a great extent has been the tionizing the trade. Previous to be imported, and with the a serious item in expenses. broken down this, and now the comfort of mankind is duced price. In addition to Mr. Sims is proprietor of the thriving and steadily increas- takes a great interest in to which he gives a generous support. He holds the rank of Major in the Victoria Rifles of Canada, is a member of the Bel-Air Jockey Club, and the Metropolitan Club. He has been an active member of the Provincial Rifle Association for some years. He became a member of the Board of Trade several years ago.



city ever since his arrival commercial career in 1860 age, and after receiving a training he entered into the his own account. Mr Sims shirt and collar factory in wholesale trade only, and he means of practically revolu- to this shirts and collars had heavy duty on them it became The home manufacture has the great necessity towards supplied at a considerably re- the shirt and collar factory Sims Paper Box Factory, a ing industry. Mr. Sims military and sporting matters

JOHN C. WATSON, WALL PAPER MANUFACTURER.

by Carlow, Ireland, owners and corn the County Wex- whom most of his by came to Canada settled in Montreal ly age of fourteen reer as salesman in am & Workman, the firm. In 1886 and has been an of that body ever ral Conservative e he has done much has been to pro- all classes of the of St. Patrick's Tem- reatly towards the is, and still holds, was elected a Dir- Bank of Montreal, ed. He is a Life o of Laval Univer- missioners for the

MR. JOHN C. WATSON, senior partner in the firm of John C. Watson & Co., Wall Paper Manufacturers, is one of the best known residents in Montreal, and highly respected in all business circles. He is one of the oldest established manufacturers in the city, and may be called the pioneer of the wall paper manufacturing industry of Canada. From a comparatively small com- grown to very large dimen- throughout the whole Domin- Watson conceived the idea in Manitoba and the North- ear loads of wall paper of having to pass through United able cost. This foresight and has met with reward, his limits of Canada having ly. He has always been an man of business, and for with many charitable institu- he has always been a liberal real's old curlers and greatly as a means of healthy exer- a member of the Board of takes an active interest in the welfare of the trade and commerce of Montreal. Mr. Frank S. Foster, who is a partner in the firm is the active manager, and in his hands it is safe to predict that the high business standing of the firm will be maintained. He already holds a high rank in commercial circles

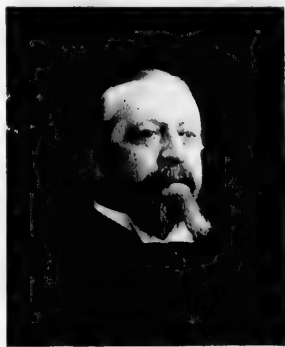


mencement this business has sions, and now extends ion. Some few years ago Mr. of establishing a connection West, and shipped there seve- different kinds, the freight States territory at consider- enterprise of Mr. Watson's trade to the extreme western since increased enormous- enterprising and energetic years has been closely allied tions in the city, to which donator. He is one of Mon- devoted to the curling rink cise. Mr. Watson has been Trade for many years and

ANDREW STEWART EWING.

o., wholesale shirt l circles both com- d to Montreal with ate schools and he since his arrival l career in 1860 after receiving a e entered into the count. Mr Sims collar factory in trade only, and he practically revoluts and collars had on them it became manufacture has necessity towards a considerably re- and collar factory r Box Factory, a stry. Mr. Sims d sporting matters e Victoria Rifles of lub. He has been s. He became a

MR. ANDREW STEWART EWING, is one of Montreal's best known business men, and has taken a prominent part in forwarding the commercial and manufacturing interests of the city. He is a native of the North of Ireland, having been born in that country in the year 1838. When he had arrived at the age of ten his parents came to Canada and settled in Montreal in the subject of this sketch, the High School, and in 1850 with his brother S. H. Ewing; Ewing, of the firm of S. tired in his favor. This firm as that of S. H. and A. S. ing powder and owners of Steam Mills. Mr. Ewing is extensive industry, and since he has developed a large and which has now attained extends throughout all parts America. He has been a Trade for the last six years, associated with all move- industry and commerce of supporter of the National Policy as laid down by the present Government, towards whose support he has contributed not only his influence and vote but is always ready to give his personal efforts to aid the party of his adoption whenever such help is needed. Mr. Ewing's influence in the Board of Trade is well known and appreciated.



year 1845. Andrew, their son, received his education at the he entered into partnership his father, the late Samuel Ewing & Son, having re- was known for many years Ewing, manufacturers of bak- the Montreal Coffee and Spice now sole proprietor of this he became owner of the mills steadily increasing business, enormous dimensions and of the Continent of North member of the Board of and his name has been long ments likely to benefit the Montreal. He is a strong

## CHARLES F. SMITH, BOOT AND SHOE MANUFACTURER.

MR. CHARLES F. SMITH, sole proprietor of the firm of James McCready & Co., wholesale boot and shoe manufacturers, is a native of England where he was born in 1840. He received his education there and also his early business training, and came to this country in the year 1861. In 1866 he finally settled in Montreal, and after eleven years experience in the boot and he joined the firm of James filling the highest position in partner, and eventually sole Mr. Smith's career since his one of unqualified success, ness ability he has increased until it now stands in the facturing industries of Can- throughout the entire Domin- hundreds of hands he gives factory in Montreal, he em- travellers who are constantly Vancouver. Of the variety turns out it is needless to of their superiority is the for them. Mr. Smith is circles for his uprightness and integrity in his dealings, and for his fine business abilities. He has been a member of the Board of Trade since the amalgamation of that body with the Corn Exchange in the year 1887, and has always evinced a very deep interest in its deliberations.



## JOHN ROBERTSON, WHOLESALE STATIONER.

MR. JOHN ROBERTSON, Wholesale Stationer, is a native Canadian, having been born in the city of Montreal in the year 1853. He was educated at the High School of the latter city, and also went through a course of studies at the French College. He commenced his business career in the year 1871, entering the employ of Alexander Buntin & Co., wholesale paper He was rapidly promoted in 1882 commenced business Messrs. McFarlane and Aus- and paper dealers. This firm operations, and in a short tion of being one of the most their kind doing business in Farlane retired and the re- to conduct the affairs of their when Mr. Austin died, and son has continued as sole firm, having purchased the ner for a large sum of money. ing and has become one of kind in the Dominion. The fined to the Province of Que- in the West and throughout British Columbia. Mr. Robertson has been a member of the Board of Trade since 1888 and is highly esteemed by his fellow citizens for his sterling worth as a man of business and an upright and useful member of the community in which he dwells.



and stationery warehouse. while serving this firm, and himself in conjunction with tin, as wholesale stationers were highly successful in their time established the reputa- reliable establishments of Montreal. In 1890 Mr. Mc- maining partners continued firm until the spring of 1892 from that date Mr. Robert- member and proprietor of the interest of his deceased part- His business is rapidly grow- the most important of its trade of the firm is not con- bec but is rapidly developing

Mr. Ale and worthst years, an education emy and made an fourteen of the lea which he traveller many year voted him mineral w the busin tions, and Mr. Gurd the large machinery vented. interest city. He for the Traveller number o

Mr. facturers Montreal citizen, w country a commerci Montreal career a service o trunk ma Nimmo after to marked trade of goods m Eveleigh wholesale portion of tensive fa its kind considera greatly s which are and meda London a



CHARLES GURD, AERATED WATER MANUFACTURER.

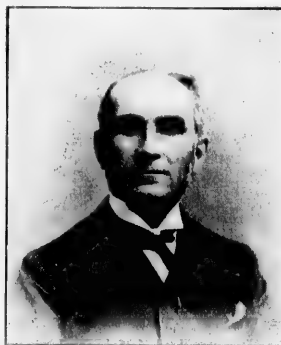
Mr. CHARLES GURD, the sole proprietor of the well-known firm of Gurd & Co., Ginger Ale and Soda Water Manufacturers, is a native of Ireland having been born in Edgeworthstown in 1841. He came to this country with his parents at the early age of four years, and settling in Montreal, has been a resident of this city ever since. He received his education at Rev. C. P. Smy and afterwards at the made an early start in the fourteen years of age when of the leading chemical and which he rose, step by step, traveller for Western Canada many years. For the past voted himself to the manuminal waters, and still continues the business which has now tions, and holds a decidedly Mr. Gurd is in the habit of the large centres in quest of machinery and any other vented. In addition to his interest in several institutions. He is a Life Governor of the Montreal General Hospital and the Protestant Hospital for the Insane, a Trustee of the Dominion Commercial Travellers Association and the Travellers Mutual Benefit Society. He has been a member of the Board of Trade for a number of years.



Watson's Commercial Academy High School. Mr. Gurd commercial world being only he entered the service of one drug houses in Montreal in until he was appointed which position he held for twenty-six years he has defacture of aerated and tinues as active manager of grown to enormous proportion leading position in the trade. paying periodical visits to improvements in the line of new process that may be in-business he takes an active tions and societies in the

JOSEPH EVELEIGH, TRUNK MANUFACTURER.

Mr. JOSEPH EVELEIGH, the sole proprietor of the firm of J. Eveleigh & Co., manufacturers of trunks of all kinds, satchels, etc., is a native Canadian, having been born in Montreal where he received his education. He is one of the true examples of a Canadian citizen, who by dint of energy, ability and enterprise has done so much to build up the country and enable her to commercial countries of the Montreal all his life and career at a comparatively service of Messrs. Perry & trunk manufacturing business Nimmo retired and Mr. after to the business which marked ability. This was trade of the firm at the time goods manufactured on the Eveleigh has developed the wholesale trade extending portion of the United States. tensive factory which is conits kind on this continent. considerable trade with the greatly sought after. He was the first to introduce the Leatheroid Trunks, steel-lined, which are the most durable made. Mr. Eveleigh exhibited his goods and secured prizes and medals at the great Paris Exhibition in 1867, and at the Colonial Exhibition held in London a few years ago. He has been a member of the Board of Trade since 1887.

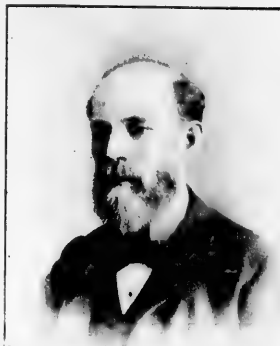


take rank with the great world. He has resided in commenced his commercial early age when he joined the Nimmo, who were in the ness. After a few years Mr. Eveleigh succeeded shortly he has since conducted with nearly thirty years ago, the being only retail, and all the premises. Since then Mr. business into a very large all over Canada and a great He has also built an exsided the most complete of This has secured for him a States where his goods are



## THOMAS CUSHING, MONTREAL BREWING CO.

MR. THOS. CUSHING was born at Cushing, Province of Quebec, in 1843, and was educated at St. Andrew's Academy, County of Argenteuil, and at Peacham Academy, Vermont, U.S.A. He is the third of eight sons of the late Lemuel Cushing, Esq., one of the most respected and successful merchants of the Ottawa Valley. Mr. Cushing commenced his commercial career in his father's general store, this training, formed a part-Grocery and Tea Business in tired in 1876, and spent a nent of Europe, afterwards of Cushing's Island and the Maine, in which property he During this period Mr. in Portland through charter-cursion steamer for Portland the past sixteen years he has and Malting trade and at of the old established as the "Montreal Brewing in 1874 the daughter of Lachute, "Camerons" of living. While on his Euro-journ in Rome with Mrs. Cushing, he had the *entrée* to the Vatican and was honored with an audience with Pope Pius IX. Mr. Cushing became a member of the Board of Trade in 1871, was appointed Justice of the Peace in 1879, is a life Governor of the Montreal General Hospital, and is a so a member of the Metropolitan Club and Caledonian Curling Club.



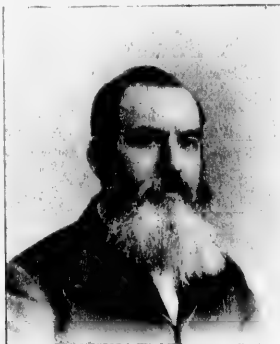
## A. A. BENSON, (WATEROUS ENGINE WORKS).

MR. A. A. BENSON, Eastern representative of the Waterhouse Engine Co., of Brantford, and whose offices and store-rooms are in Montreal, is a native Canadian, having been born in Prince Edward County, Bay of Quinte, Ont., in 1841, and educated there. He commenced his business career at a comparatively early age, and soon developed a strong taste for mechanical engineering. This soon brought him under the notice of the authorities in the Waterous Engine Works Co., with whom he soon secured a prominent position. He has now been their representative for over twenty years, his thorough practical engineering knowledge being of great service to him in dealing with the numerous customers he daily meets, and whose wants are so various. In addition to this Mr. Benson is an accomplished draughtsman and a skilful designer, and in the engineering world holds a high position, being considered one of the best authorities in that connection, and thoroughly conversant with the construction of the various engines and machines under his charge. Apart from his high rank in the manufacturing and commercial community, he is much respected in social circles, and is identified with several of the leading institutions in the city. He took an active part in military matters during the Fenian raids, and saw a lot of service with the Dominion Militia during these troublous times. He has been a member of the Board of Trade for some time, and is deeply interested in everything tending to develop the manufacturing industries of Canada, with most of which he is, of necessity, so closely allied. There is scarcely a factory of any kind whatever in the commercial metropolis, or it might be said in the whole of Eastern Canada, that Mr. Benson does not supply with some class of engine or machine, from the extensive and varied stock he always keeps on hand, and which includes portable and stationary engines, boilers, fire-engines of all sizes, steam pumps and mill supplies of all descriptions. An important feature also in connection with this business is the repairing department, which is perfect, and includes every necessary requisite.

JOSEPH ALLEN.

and was educated in Vermont, U.S.A. Most respected and commercial career several years of the Wholesale from which he reaping on the Contingent management house," Portland, greatly interested. became prominent in New York a fine excursionists. For in the Brewing time is proprietor of Maltings known Cushing married Donald Cameron, and has two sons and during his sons honored with Board of Trade in Montreal General Furling Club.

MR. JOSEPH ALLEN, Manager and Proprietor (in conjunction with Mr. George Young) of the British American Dying Company, is a native of Chipping Norton, Oxfordshire, England, having been born in that place in the year 1842. He received his early education at the Grammar School of his native town, and subsequently attended the school of Military Engineering at passing through the latter to the Royal Engineers for to Canada with his company saw active service. After charge and decided to be. Since then he has resided business matters altogether. of James Johnston & Co., remained with the latter firm and then commenced business dealer in small wares, continued for some time, and business. He has since has materially increased the ment. His works are important of their kind in the has been associated with the Board of Trade for the past seven years, is a Justice of the Peace for the City of Montreal, and a member of St. George's Society. Mr. Allen is a Life Governor of the Montreal General Hospital, and a member of the Masonic Fraternity. He is also one of the Public School Commissioners for the District of Verdun.



WILLIAM SNOW.

Co., of Brantford, having been established there. He developed a strong position. of the authoritative position. practical engineers customers he son is an accomplished holds a high and thoroughly under his charge. community, he is in institutions in aids, and saw a He has been a everything tending is, of necessity, the commercial Benson does not stock healways fire-engines of feature also in et, and includes

One of the most unique, but, at the same time, essential branches of industry in the present age, is the manipulation of Ostrich Feathers. Society demands this, and in Montreal Mr. William Snow, Ostrich Feather Dyer and Cleaner, is here to fill the bill. Mr. Snow is an American by birth and came to Canada in 1874. He had already learned the business he now follows, and first took a position in Montreal as Manager for J. H. Leblanc, Ostrich Feather Dealer, with whom he remained for five years, and then commenced business on his own account at 1913 Notre Dame street. On entering his store the visitor can see nothing of what the business consists of, but continuing further towards the back you will come to the dyeing and repairing rooms. Here you find ostrich feathers dyed of different shades and styles, this latter being one of the principle characteristics of the establishment; viz., making, or dyeing feathers over again to be with the existing style. Mr. Snow purchases the raw feathers from Cape Town, and Port Elizabeth, South Africa; some from London, England, and others from the United States. Besides doing a very large trade with Montreal in the dyeing and cleaning line, he has a large connection in the Eastern and Maritime Provinces and since commencing for himself his career has been one of continued success, until now he is proprietor of one of the most complete establishments, in this particular line, on the continent of America. His process of cleaning and dyeing the ostrich feathers is at once instructive and interesting, and few who have not witnessed it could imagine that the delicate and beautiful plumage would bear the different processes through which it is put without being utterly destroyed. Mr. Snow has adopted what is known as the French system by which he can change any color into a brilliant black in the space of a few minutes. Straw, Cream, Rose, Light Blue, Ciel and other colors, can be bleached and made perfectly white again or assume the natural original color. Mr. Snow has been a member of the Board of Trade for the past four years and takes a lively interest in the trade and commerce of the city. In politics he is a Liberal.

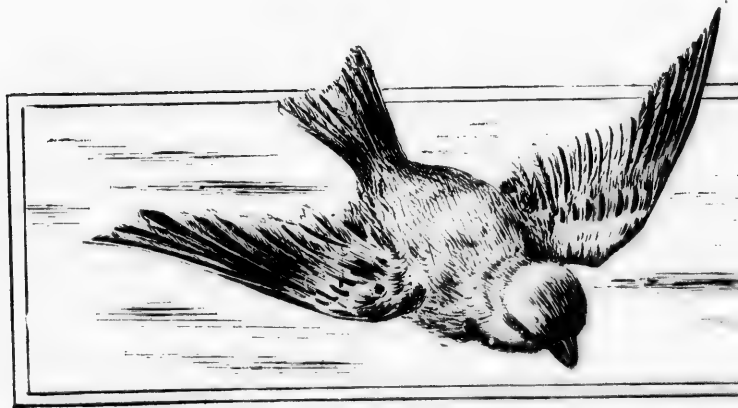
## CHARLES SMITH REINHARDT, BREWER AND MALSTER.

MR. CHARLES SMITH REINHARDT, proprietor of the brewery bearing his name, and so well known throughout the plies, of German extraction, educated in Montreal, and career with his father, who business in the city long be- in 1880, Mr. Reinhardt con- account, his father having business some years pre- still the sole proprietor of the in proportions to a very large years. Since 1880 he has beer that of ale and porter, cess in these branches of the in great demand throughout a member of the Board of from his strong position in contributed largely to the business centre. He is a member of the German Society, and in politics is a Conservative.



Dominion, is, as his name im- He was, however, born and commenced his business had established a brewing fore. On the death of the latter tinued the business on his own virtually retired from the viously. Mr. Reinhardt is business, which has increased extent during the past few added to the brewing of lager and has made a great suc- business, his brands being the Dominion. He has been Trade for several years, and the commercial world has prosperity of Montreal as a

MR. JEREM... manufacturers, to Canada with 1843. He was this city, and a tile house, he in the year 186 and Shoes. In such an extent t brother, Mr. T. style of Fogarty to increase they day they have in the city. By Fogarty again trade extends th fax to Vancou year. Mr. Fogar since 1880, and

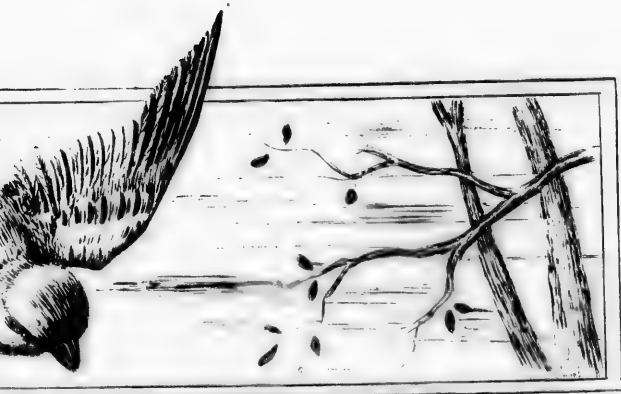


## JEREMIAH FOGARTY, BOOT AND SHOE MANUFACTURER.

MR. JEREMIAH FOGARTY, of the firm of Fogarty and Brother, Boot and Shoe manufacturers, was born in to Canada with his parents, 1843. He was educated at this city, and after serving tile house, he commenced in the year 1861, as dealer and Shoes. In a few years such an extent that he found brother, Mr. T. F. Fogarty, style of Fogarty and Brother. to increase they built more day they have one of the in the city. By the death of Fogarty again became sole trade extends throughout the fax to Vancouver, and is year. Mr. Fogarty has been a since 1889, and has always manifested an interest in the progress of that corporation.



Thurles, Ireland, and came who settled in Montreal in the Christian Brothers School for a time in a large mercantile business on his own account and manufacturer of Boots his business increased to it necessary to take his into partnership, under the As their trade still continued extensive premises, and to best business establishments his brother in 1880, Mr. J. proprietor of the firm. His whole Dominion, from Halifax steadily increasing year by member of the Board of Trade



## GRAIN AND

A history of the grain and milling trade in Canada, its progress and gradual development from the days of the French *regime* to our own time, is a subject sufficiently comprehensive and of sufficient interest and importance, to entitle it to a more minute degree of attention than the exigencies of space would permit in the present volume without the exclusion of other valuable matter. The writer of the present sketch will be obliged to content himself, therefore, with a perhaps somewhat cursory review of the various distinct stages of evolution through which the trade has passed before reaching the present one.

Up to the end of the eighteenth century, the grain trade had failed to attain proportions of anything approaching an extent likely to indicate the dimensions that it afterwards assumed. Lower Canada was but sparsely populated; the U. E. Loyalist stock had not multiplied sufficiently in Ontario to give that province any very strong claim to rank as such, and Manitoba, the North West and of course, British Columbia, had not been dreamt of. Grain and milling were, therefore, in their infancy. In the anti-British days the priest was the miller, and his mill depended upon the wind for motive power. The *habitant* brought his grain, and the Curé ground it, retaining a quarter of the whole for his own share. This primitive system, no doubt, worked well under the conditions that prevailed at the time, and the good priests of course applied the proceeds of their industry to the most praiseworthy uses; but, as the times changed, and with the influx of settlers from Europe, conditions altered. The trade began to become comparatively important, and statistics show that in the year 1802 over one million bushels of wheat, 38,000 barrels of flour and 32,000 cwt. of biscuit were exported to Europe. The bakers were now the great grain dealers. They bought direct from the *habitants* and farmers all over the country and had it milled themselves. Mr. Robert Watson was the largest baker of that day. He bought wheat in the St. Hyacinthe district, at Longueuil, Boucherville, Varennes, Isle Gene, and elsewhere, and had it ground in the mills either at Point St. Charles, Back River or Lachine. Ontario wheat was still, to a large extent, a thing of the future; but in 1821 the first sod of the Lachine Canal was turned, and this event marked a new and important era in the annals of the trade. The canal, when completed, placed at the disposal of commerce a water power estimated as being equivalent to 4,500,000 horse power. It did more; it opened communication with the west, and soon we find Montreal millers bringing wheat down from Upper Canada, while the handling of grain by merchants on commission and otherwise, commenced at the same time, the bakers hereafter limiting themselves exclusively to their own occupation, that of bread-making. The names of George Denham, C. J. Cusack & Co., the Hon. John Young, John M. Young, the Hon. Louis Renaud, and Rimmer, Gunn & Co., are among those of the earlier grain and flour dealing firms, who started business here and prospered. They have all gone out of existence now; but their places have been well filled. The firm of T. W. Raphael & Co. was established late in the fifties by Mr. Thomas Raphael, whose nephew, H. W. Raphael, is now the sole representative.

An impetus was naturally given to the trade here by the passing in the British House in 1820, of an act admitting corn from the British possessions in North America at a preferential duty of five shillings per quarter, irrespective of home prices, and Canadian merchants took advantage of this discrimination in their favour by importing wheat from the States at a nominal rate of duty and reshipping to England. This business was carried on to a considerable extent for some time and in 1846, half a million barrels, and as many bushels of wheat and flour were shipped to England by the St. Lawrence route. The duty upon Canadian flour shipped to the British market was subsequently reduced to a nominal figure, and the aggregate duty of four shillings by way of Canada being much lower than upon direct imports from the United States, the wheat of the whole Lake Ontario basin intended for export to England, was ground into flour in Canada and exported from Mont-

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real, the defenders of this system contending that flour ground in Canada was a manufacture of Canada, no matter what its origin, and that it was therefore entitled to the benefit of the preferential tariff. All the disposable capital of Montreal was thus drawn to western Canada, and invested in mills and mill sites, and a period of great prosperity appeared to have been inaugurated. The enlightened policy pursued by the English people which culminated in 1860 in the total abolition of the Corn Laws made its beneficial effects felt in Canada as elsewhere, although some timorous ones had feared the results of open competition with the agricultural products of all parts of the world. Indeed the bad times of 1847 appears to afford a certain amount of confirmation to the statement made by Lord Elgin to the effect that "Peel's bill drove the whole of the produce down the New York Channels of communication, destroying the revenue which Canada had expected to derive from canal dues, and ruining at once all mill owners, forwarders and merchants." Things improved in the next few years, and in 1849 over three million bushels of breadstuffs were exported from Montreal, the exports in the previous year having only amounted to 968,605 bushels.

The shipping of wheat from Ontario to Eastern Canada and thence, via Montreal, to Europe, increased steadily meanwhile. In 1831, there was a lull which lasted some years. This was due to the fact that the "fly" had got at the grain up west, playing fearful havoc with the crops, and this combined with the fact that for a period of five years or so the British harvests were abnormally abundant, had the effect of temporarily suspending shipping operations. Indeed, things were so bad one year (1833) that England actually shipped some of her surplus grain to Quebec. The pest finally disappeared, and the crops began again to flourish and business to resume its progress.

Mr. Ira Gould settled here in 1852 and leased the first water power conceded on the new canal for his flouring mill.

It was in the same year that the Hon. A. W. Ogilvie joined his father's firm, then just a half a century in existence, and occupying the foremost position in the milling industry of Canada. In 1801, the elder Mr. Ogilvie had built a mill at Jacques Cartier, near Quebec, and subsequently one at Lachine Rapids. In 1852 the Glenora Mills were erected on the Lachine Canal, and the firm commenced making strong flour on a large scale. They brought wheat from Morrisburg, Edwardsburg and other places, as far as Kingston first. After a time the supplies from this district began to deteriorate in quality and quantity, and so fresh fields had to be sought. Western Ontario was tried with success, and the construction of the Buffalo and Lake Huron and the extension of the Grand Trunk opened up new stores of agricultural wealth. At that time a small schooner would call at several points on the shores of Lake Huron in order to get a complete cargo. Some of these places turn out thousands of bushels daily now. When the supply in this region had been temporarily exhausted, a move was made further west, and grain was imported from Chicago and Milwaukee to meet the demand in Eastern Canada. The wheatfields of Minnesota were also visited, and it was found that the product of this region was harder, and made stronger flour than did the Canadian product.

Up to the year 1856, Montreal has been to a great extent closed to the outside world during the winter months. Navigation being impracticable and no other means of communication with the west being available, grain which had been purchased in Ontario had to be left in store there until the spring. In the year mentioned, however, the line of the Grand Trunk between Montreal and Toronto was opened, which had the effect of altering the aspect of affairs decidedly for the better. It then became possible to ship through from western points to Portland, via Montreal, for export to Great Britain, whereas previously the export trade had practically ceased between the months of November and May.

J. P. Watt, the Hon. John Young, and the Hon. Louis Renaud were the leading exporters up to this period.

Up to and during the forties, the fertile valley of the Richelieu had produced grain of the richest quality and in quantities sufficient to meet the demand, and grain dealers engaged in the business in Montreal got their supplies almost entirely from this and other portions of Lower Canada; but the soil got worn out in time, the crops deteriorated and, as the demand increased, the supply from this region began to diminish, possibly owing to the fact that its resources had been somewhat overtaxed, and finally merchants found it necessary to turn their attention seriously to the sister province.

The land in Ontario was found to be admirably adapted for wheat raising, oats and pease also thrive; while in some districts experiments in maize growing resulted in the discovery of the fact that that cereal ripened well. The fertile area stretching westward, between Lake Erie and the Georgian Bay, has been justly styled the "Garden of Canada," and for many years, up to the present day in fact, its products have held their own in face of the keenest competition, although the opinion has been expressed that the crop has been grown too often and that unless proper precautions are taken the consequences may be similar to those which have attended a similar unwise policy in parts of Eastern Canada. The energy of later settlers rapidly extended cultivation in this district, and the axe of the lumberman and plough of the farmer were carried into the Muskoka, Nipissing, and other Northern districts which are now accessible by steamboat and railway.

In the year 1853, the Canadian crops were very bad, and the Hon. John Young, and several other firms, imported large quantities of flour from France, selling it at prices reaching in some cases to nine dollars per barrel. They made large profits at first; but the venture repeated the following year proved finally disastrous owing to the better harvest, and a large amount of money was lost.

Meantime Canadian flour had not secured a foremost place in the old country markets. The Hungarian article was considered superior in quality while it was also lower in price. Mr. W. W. Ogilvie wanted to know the reason of this, and he took the best possible steps to find out, for he went to Hungary himself, and after a year's absence, returned, prepared to utilize the experience he had acquired. The result of his trip was that the old fashioned system of milling was superseded, and the roller mills system which had in fact already been introduced in Minnesota, became generally adopted here.

Thirty five years ago the flour market of Montreal was probably the largest market on the whole continent with the exception of that of New York. The whole of the Eastern Country, the Lower Provinces, Gaspé, Prince Edward Island, and the Halifax and St. John districts were tributary to Montreal. Merchants came thence to this city to make their purchases, and the amount of business done in this particular line was considerable; but the opening of the Intercolonial Railway changed all this and what Montreal flour merchants had looked fondly forward to as a means of enlarging and extending their trade actually proved the contrary, for the system of granting through rates from milling points to destinations, past Montreal, was introduced and it naturally became impracticable to bring flour here for reshipment, with any prospect of realizing a profit. Eastern buyers have, as a consequence dealt with the mills direct ever since and the Montreal flour trade has dwindled to a local business, except in cases where the merchant here purchases for his customer and ships through.

In 1875 a move was made which, as far as Canada is concerned, may be considered perhaps the most important in the history of the trade. Mr. W. W. Ogilvie is again a prominent character in this connection. He took a trip to Manitoba and spent a long time travelling from place to place in that practically unsettled country. He made minute examinations of the soil in the various localities and the result of his observations led him to form the opinion that the soil of Manitoba was the best in the Dominion, and that Manitoba would yet be the great wheat producing region. When the C. P. R. had been built Messrs. Ogilvie were the first to import Manitoba wheat, and at the present day they are the largest importers of that article. "Hard Manitoba Wheat, or No. 1 Hard, as it is called," says the Hon. Mr. Ogilvie, "beyond a doubt, makes to-day the best flour in the world, and our system of milling here is not surpassed in the world."

The wheat product of Manitoba is increasing very rapidly, and with careful cultivation, which, with the exception of a few instances, it has not yet really had, the quality also will further improve. The danger of injury to the crops by frost will be lessened as the country

comes more settled. The fact that the people have not yet put together the grain, The people of Manitoba are becoming farmers, and still in its infancy. years hence, exception is feared for a grown alone hundred million growing crops.

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comes more under cultivation. Another fruitful cause of inferior wheat in Manitoba lies in the fact that the farmers, as a rule, do not understand how to build stacks properly. They have not got barns, and so stacks are required for storing the grain. These as a rule are put together in a loose and slovenly manner, so that in some cases water enters injuring the grain, while in the event of a frost following, the disastrous results can be imagined. The people, however, are learning the proper principles of farming rapidly, and as Manitoba is becoming gradually settled by the more intelligent class of Eastern and Old Country farmers, an improvement may naturally be looked for in a short time. The north west is still in its infancy, and, as one veteran miller remarks, those who live to see it twenty five years hence will find it the best wheat producing country in the world, with one solitary exception perhaps, namely Morocco, from which country, however, not much need be feared for a long time, in the way of competition. Wheat of the finest quality has been grown already in the Peace River district, one hundred miles west of Edmonton and twelve hundred miles west of Winnipeg. In fact there is an almost inexhaustible area of wheat growing country awaiting settlement.

When Manitoba was admitted in the year 1870 the fifth province of the Dominion, its population, all told, was about twelve thousand, five-ninths of this number being made up of Indians and half-breeds. Its subsequent rapid growth has been often remarked upon, and there is every prospect of its progress continuing. The "prairie province," as it is called, is the home of that grade of wheat which, from its flinty hardness and full kernel, has become known as a specialty of the North West. The rich and mellow soil is also adapted to the raising of oats, barley and pease. In April and May the rivers have opened and the snow has disappeared, and the opportunity has been afforded the farmer of sowing his grain. There is often a good deal of rain in June; but the conditions generally are most favorable to the springing crops.

To grain exporters the St. Lawrence route offers advantages possessed by absolutely no other route in America, and, everything else being equal, should have the preference over all others. There is no danger of damage from excessive heat, which as grain men well know, is one of the most important points to be considered. In fact this is the natural outlet of the west, and the opinion has been frequently expressed that with inland and ocean freights properly adjusted, Montreal could, in summer at least, secure a much larger portion of the export trade than she actually does. This question of freight rates is naturally a vexed one, and one upon which it is hardly likely that shippers and carriers will ever agree. The heads of the great forwarding companies, no doubt, know what they are about, and endeavour to adjust rates with a view to receiving the largest amount of traffic possible, consistent with a reasonable amount of profit. Nevertheless, the case of the shippers, as stated by a gentleman who has given the question the most careful study, is well worthy consideration. "Freight to Buffalo can be obtained to-day from Chicago, at one cent per bushel, and grain carried from Buffalo to New York, via the Erie Canal, between four and five hundred miles, for three cents a bushel, the railway rates being necessarily correspondingly low, grain from Kingston to Montreal, is subject to a fixed charge of two and half cents per bushel." The rate of some three or four cents from the point of origin to Kingston, being taken into consideration, it is evident that the New York merchant has a decided advantage, and to the unprejudiced observer it certainly would appear that a rate of two and a half cents for one hundred and eighty miles, of which only a short portion is by canal, compares unfavourably with one of three cents for a haul of about double that distance, about two-thirds of which are by canal.

It is interesting, however, to contrast the comparatively moderate forwarding rates of to-day with those of twenty and thirty years ago. The old rate of 6½ cents per bushel on grain from Kingston to Montreal, has been reduced to 2½ cents, and 6½ cents is the present rate from Duluth or Port Arthur. There is also a demand for improved facilities for handling grain here. To handle this freight to the best advantage, the ocean vessel should be brought into direct communication with the warehouse, and this, it is thought, could be effected by utilizing the new guard pier as a site for the erection of buildings for this purpose. If storehouses for the reception of grain can be placed at the river side, the cost of floating, amounting to three quarters of a cent. per bushel, could be avoided. If improvements in respect of rates and handling arrangements were once brought about, it



requires no very strong prophetic instinct to be able to predict that Montreal would become the great grain depot of the continent. "Business has no sentiment," and Chicago and Duluth exporters, having their choice of export markets, would naturally choose that which offered them the greatest inducements. Indeed, at present, a considerable proportion of the grain shipped from this port has been grown in the States.

As is the case with most trades of any importance, the grain dealers of this city have an organization of their own, which, although it was amalgamated with the Board of Trade some years ago, still retains its separate existence, and is governed by its own Committee and officers.

The Corn Exchange, which at present numbers nearly one hundred and fifty members, was, as originally projected, simply a society of grain brokers, united for the advancement of the interests of their own immediate trade; but it has widened its scope considerably to the great benefit of all concerned. On September 8th, 1862, Mr. D. Lorne Macdougall issued a circular to the members of the trade calling a meeting in the Board of Trade rooms for the 11th of the same month. The meeting was duly held, there being just thirteen gentlemen present. Mr. Robert Esdaile presided and Mr. J. W. Taylor acted as secretary. A committee was appointed to canvass the members of the trade generally to ascertain their views on the matter. Another meeting was held on the 18th of September, and the Corn Exchange Association was formally established. Officers were appointed upon the 6th of October as follows: Board of Management Robert Esdaile, President; Henry Budden, Vice-President; J. W. Taylor, Secretary-Treasurer; A. Mitchell, H. Howard,



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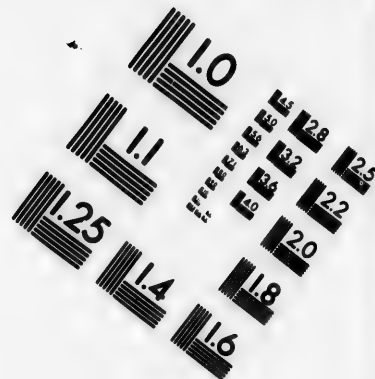
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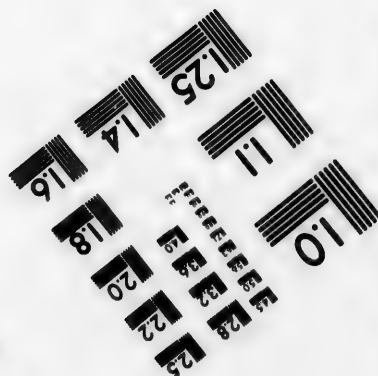
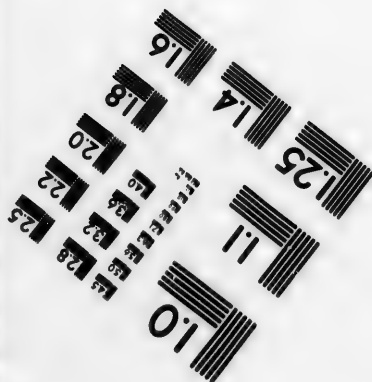
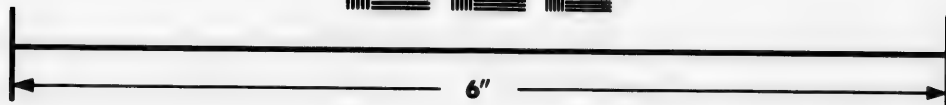
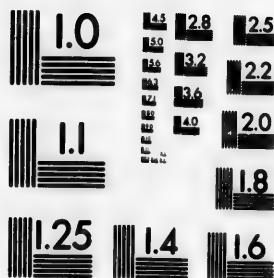
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John Esdaile, John Dougall and W. P. McLaren, Councillors. The tables were allocated as follows: J. & R. Esdaile, D. E. McLean & Co., James Oliver & Co., W. & T. Leeming, Taylor Bros., A. Heward, T. Ford Jones, Macdougall & Budden, R. Mitchell, J. Cusack, J. Fairbairn, Chas. Lee, Aiken & Kirkpatrick, A. Sauvageau & Co., T. W. Raphael, W. W. Stewart, Thos. Henshaw and C. G. Geddes. This business having been concluded, it was decided that the opening day should be the 20th of October, but before that date the Hon. John Young brought in some amendments to the constitution, which he considered too restricted. This had the effect of delaying the proposed opening, and another meeting was held on the 5th of November at which the amendments were discussed, and some of them adopted. A new Committee of Management was then elected as follows:--R. Esdaile, J. Cusack, Hon. John Young, D. A. P. Watt, Henry Budden, J. W. Taylor, John Dougall, the Hon. Louis Renaud and Ira Gould. Mr. Esdaile was elected president and Mr. Taylor secretary-treasurer. An act of incorporation was secured in 1863, and in the same year the late Mr W. J. Patterson, secretary of the Board of Trade, undertook to discharge the duties of that position for the new association as well. Mr. Patterson died in 1886, and was succeeded by Mr. Geo. Hadrill. In 1886 the Association amalgamated with the Board of Trade, maintaining however its own organization. The following are the officers for the present year: Committee of Management D. A. Macpherson, President; A. G. Gagnon, acting-President; D. Robertson, Treasurer; John Baird, A. G. Brice, E. F. Craig, James S. Norris, R. Peddie, Adam G. Thomson. Board of Review Chas. H. Gould, chairman; John Dillon, J. M. Kinghorn, John E. Kirkpatrick, J. O. Lafrenière, Robert Sim.





# IMAGE EVALUATION TEST TARGET (MT-3)



# Photographic Sciences Corporation

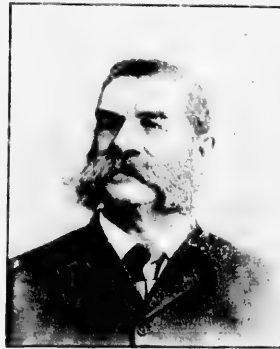
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(716) 872-4503**

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## W. W. OGILVIE.

The most prominent figure in connection with the Board of Trade, at present, is undoubtedly Mr. W. W. Ogilvie, who has justly been dubbed the "Napoleon of the Milling trade of Canada." Mr. Ogilvie is a native of Montreal but of Scotch extraction, and is a direct descendant of the great Gilchrist, Earl of Angus, who during the thirteenth century was virtually ruler of Scotland. For the active part he took in the affairs of the country, which was in a very unsettled state at the time, he was rewarded with the lands of Ogilvie in Banffshire, and assumed the name of the estate. Mr. W. W. Ogilvie is the mainspring and moving spirit in the gigantic and enterprising firm which is now well-known all over the world, Ogilvie's flour being shipped to, and used in, every quarter of the globe. Mr. Ogilvie's parents in 1800, his father seeing a good thing in the war of 1812, and also during both of which he distinguished himself as an artillery officer. It was in the milling business, which has enormous proportions, was founded by the present proprietor, Jacques Cartier, near Quebec, afterwards by the erection of the Lachine canal. The business grew until in 1852 when Mr. Ogilvie, the Hon. A. W. and John, the Lachine canal. The business was a phenomenal rate and at Bros. erected mills at Goderich, Winnipeg, and finally the addition to the above Mr. the City Mills, and is now turning out at the rate of about 2,700,000 barrels of flour annually for which nearly 12,000,000 bushels of wheat is required. He was the pioneer wheat buyer in Manitoba, and has contributed individually towards the settlement of that province more than any other man living. The Manitoba business had its commencement in 1876 and consisted of a small shipment of 500 bushels of wheat, which has rapidly increased until it now runs up into the millions annually. The whole of this stupendous business is now in the hands of Mr. W. W. Ogilvie who was the first to introduce into Canada the patent process of grinding by rollers. This process was first invented and adopted in the Hungarian mills in Austria, and Mr. Ogilvie was one of the first on this side of the Atlantic to discover and appreciate the improved quality of the flour produced by the new process. With that enterprise that has been a distinctive feature in his career he proceeded to Hungary in 1868 to make a personal inspection of the invention, with the result that he immediately adopted it. He has invented several improvements in machinery himself, and has always been ready to adopt the improvements of others. This, with the advantage of buying his wheat direct from the farmers in all parts of the country, has contributed in no small degree to giving his brands of flour the world-wide reputation they now enjoy, as well as to establishing the enormous trade, both home and foreign, that he now does, and large as is the output from the various mills, it is increasing year by year. Mr. Ogilvie's head office is in Montreal, and is one of the attractions of the city. He is one of the best known and most highly respected men in Canada, in addition to being one of the largest employers of labor. Notwithstanding that he has the most labor-saving machinery that has yet been invented, he pays in wages alone nearly half a million dollars annually. He has been a leading member of the Board of Trade and Corn Exchange for many years where he has from time to time filled several important offices, and at the general election of the Board of Trade in January last, he was elected president by acclamation, it being considered that no one could better fill the important position during the year that is so memorable in the history of that institution. In politics Mr. Ogilvie is a thorough Conservative.

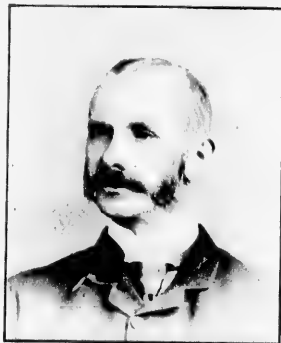


came over to this country in 1801 that the Ogilvie now assumed such stupendous. In that year the father commenced by building a mill at Lachine. This was followed shortly of another mill at Lachine steadily for a number of years conjointly with his brothers, erected the Glenora Mills on the shore of Lake Huron, in subsequent dates the Ogilvie mills at Seaforth, Ont.; at Royal Mills in this city. In 1881 Ogilvie recently purchased

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## ROBERT ARCHER—GRAIN MERCHANT.

Mr. Robert Archer, one of the best known and most highly esteemed members of the Board of Trade and Corn Exchange, was born in Quebec in the year 1837, and is one of the truest representatives of successful and enterprising Canadians of the present day. He was educated in his native city where he also received his early commercial training. He came to Montreal in 1868, and since then has occupied a very prominent position in what may be termed the staple trade of Canada. Previous to this he was actively engaged in business in Quebec for eight years as head of the firm of Archer, LeLac & Co., grain and provision merchants. At the same time the well-known firm of Archer, Labelle & Co. was established in Montreal, in which he was senior partner. In 1870 Mr. Labelle retired, and the Montreal business was Robert Archer & Co. Three years after which Mr. Archer confirms on his own account when he virtually retired that time devoted most of his Board of Trade and Corn Exchange in bringing about the bodies. When this question some of the members of the posed to it, while others were quired all the efforts and per the few of his more firm sup-desirable object so beneficial Few men have filled so in connection with the two many years treasurer of the tion and member of the Council of the Board of Trade, and in the latter has, for a period of eleven years, successively been Treasurer, 2nd Vice-President, 1st Vice-President and President. He has been one of the most active and energetic members of the Board of Trade for nearly twenty years, and was chairman of the committee to purchase a site and also chairman of the new Building Committee up to last year. Outside his connection with the grain trade proper Mr. Archer is largely interested in a number of manufacturing and commercial enterprises. He has been a director of the Royal Canadian Insurance Co., the Sincennes-McNaughton Line (of Tow-boats) Co., is at present a director of the Dominion Type Founding Co., the Manufacturers' Life Insurance Co., Bell Telephone Co. of Canada, and is President of the Montreal Freehold Co. To all the charitable and benevolent institutions of the city he is a liberal contributor and is a life governor of the Montreal General and Notre Dame Hospitals, Montreal Dispensary and St. George's Society. He is also a life member and an ex-president of the Metropolitan Club. Mr. Archer's commercial career has been one of pronounced and continued success and his social life one of benevolence. He is highly esteemed and universally respected by all with whom he comes in contact. During his residence in his native city he took a very active part in military matters for a period of more than ten years. In 1857, at the age of twenty, he joined No. 1 Troop of Volunteer Militia Cavalry (the Quebec Cavalry), and in two years' time was raised to the rank of Sergeant-Major. In 1860 he was gazetted Cornet of that regiment, and by that time had attained such proficiency in drill that he was deputed to act as drill instructor to his troop for some time. He subsequently received his commission as Lieutenant and also acted as Quartermaster of the regiment. In 1868, after a service of twenty-two years, he retired with rank, having decided to make Montreal his future home and place of business. In politics Mr. Archer does not pledge himself to any party, and is inclined to work for measures, not men. He has, however, generally supported the Conservative party, for which he has always shown a preference, but has never at any time made himself conspicuous in the political world. His time and energies have been devoted to purely commercial and social matters since he came to reside in this city.



## A. G. McBEAN &amp; CO.

MR. ALEXANDER GEORGE McBEAN, senior partner in the firm of A. G. McBean & Co., Wholesale Grain, Flour and Produce Merchants, and who has figured for a number of years as a commercial man of great enterprise and energy in Montreal and the Dominion generally, is a native of Glengarry, Ont. He was born in the year 1841 and educated in the Glengarry public schools and afterwards finished a course of study at the Queen's University, Kingston, Ont. His commercial career in his native produce trade in the year 1868. In consequence of this, his trade was that it was necessary to re-centre affording greater enterprise and for the decreasing bulk of freight he retained a branch establishment kept for some time. He succeeded in founding a large residence here permanently. of the most extensive deal-Canada and has also been of Canadian produce to the The business of the firm of the head still continues to with both countries. The filled the position of President and has also sat in the Trade, to which latter corporation he was elected in 1871, when he entered upon business in Montreal. He has been one of the foremost merchants of the city in lending his aid to all undertakings calculated to improve the condition of trade and commerce and build up Montreal as a business centre. He is a strong advocate of tariff reform and has on more than one occasion made his sensibly felt. In commerce holds a very high rank and honesty and integrity in all steady supporter of several the city.

McBEAN, brother of the partner with him in busi-widely known men in the Dominion. He was born and received his education was in 1872, and in a short connection until it had ex-ported of Ontario. After to make Manitoba his moved to Winnipeg. This Manitoba was being boomed wheat-producing districts in teristic enterprise Mr. Dun-mined to be early in the Winnipeg he at once entered into the grain trade and soon became one of the largest purchasers and shippers of wheat in the province. Since then he has devoted a good deal of his time to the development of the Manitoba trade, dividing his time between Winnipeg and Montreal. In the former place he has established the firm of McBean Bros., of which he is the moving spirit, their Winnipeg business being one of the largest in the Province. Mr. McBean joined the Board of Trade in 1866.



ALEXANDER GEO. McBEAN.



MR. DUNCAN GEORGE McBEAN.

He commenced his commerce in the grain and produce trade. After three years' experience increasing to such an extent he moved to Montreal as a scope for his energy and disposal of the constantly in-hand to dispose of. He still ment in Glengarry which In Montreal he soon suc-cessful business and took up his Since then he has been one of the largest shippers in one of the largest shippers United States and Europe. which Mr. A. G. McBean is do a largely increased trade subject of our sketch has dent of the Corn Exchange Council of the Board of

views in this respect very special circles Mr. McBean is much esteemed for his his dealings. He is also a benevolent institutions in

MR. DUNCAN GEORGE McBEAN, foregoing gentleman and ness, is also one of the grain trade throughout the in Lancaster, Ont., in 1845, in his native town. This time he had increased his tended over a considerable ten years of this he decided scene of operations and re-was about the time that as one of the greatest the world, and with charac-can G. McBean was deter-field. On his arrival in

EDGAR JUDGE, GRAIN AND FLOUR MERCHANT.

G. McBean & Co., and for a number of years and the Dominion of Canada and educated in England at the Queen's University. He commenced his commercial career in the grain and flour trade after three years' experience to such an extent that he is now in Montreal as a prominent man. His energy and business ability are constantly in evidence. He still resides in Glengarry which he soon succeeded in taking up his residence in. He has been one of the largest shippers of grain and flour in the largest shippers of the continent and Europe. A. G. McBean is largely increased trade in his sketch has been the Corn Exchange of the Board of Trade upon business and has on more this respect very much. Mr. McBean is esteemed for his energy. He is also a member of institutions in the city. DUNCAN GEORGE, a gentleman and also one of the largest shippers of grain throughout the province, Ont., in 1845, and has since that time had increased his business a considerable amount. Of this he decided to take up his operations and resided at the time that of the greatest and with characteristic McBean was determined his arrival in the largest port of a good deal of business between Winnipeg and Bros., of which is in the Province.

MR. EDGAR JUDGE, one of Montreal's best-known business men, is a native of Bedfordshire, England, where he received his education. He came to Canada in 1857, and first took up his residence in Toronto, where he remained for two years devoting his time to journalism. During this time he was joint-proprietor of the *Echo*, a church of England paper. In 1859 he removed to Montreal and entered the employ of James Oliver & Co., grain and flour merchants, and after a few years service with them, he decided to go into business on his own account. Since that time his career has been one of continued success. Mr. Judge's upright character and straightforward business methods have long been recognized by all with whom he has been brought in contact, and it has fallen to the lot of but few men to become as deservedly popular. He is a prominent member of the Board of Trade and is looked upon as one of the oracles of the Corn Exchange. In addition to his grain and flour business he deals extensively in feed for many years a member of the committee of management of the Corn Exchange bringing about the amalgamation of that body with the Board of Trade and has latter filling the office of Treasurer for two years and was re-elected to this position by acclamation in January last. Mr. Judge is a member of the St. George's Society, the Council of the Natural History Society of Montreal, and the Citizens League. He is also associated with several other societies in the city. In politics he is Independent.



H. W. RAPHAEL, OF T. W. RAPHAEL & Co. (Estab. 1860.)

MR. H. W. RAPHAEL, the sole surviving partner of the old established firm of T. W. Raphael & Co., Flour and Grain Merchants, is a native of the County Antrim, Ireland. At an early age he came to Montreal to join his uncle Mr. T. W. Raphael, the founder of the firm. Since Mr. H. W. Raphael's arrival here in 1866 he has been closely associated with the business, and having attended daily the meetings of the Corn Exchange, since that time he has seen many interesting reminiscences. His career throughout has been one of marked success. By untiring energy and perseverance Mr. Raphael has increased the business, year by year, so that he now holds one of the leading positions in the trade. From all parts of the North-West he receives large consignments of grain and flour, which he sells locally or ships to British markets. By his strict honesty and integrity in all business matters Mr. Raphael has gained the confidence of all with whom he has dealings. His well-known character and business have gained for him a personal popularity. Person-favourable amongst his community in strict harmony with them. he has taken an active and prominent part and is now a life member of many of the leading clubs. Mr. Raphael is a well-known member of the Board of Trade and Corn Exchange, on the Executive of which he has served for many years. In politics he is a Liberal and an advocate of Free Trade.





## WILFRED MARSAN.

MR. WILFRED MARSAN, senior member of the firm of Marsan & Brosseau, receiver and importer of grain, feed, etc., was born in 1853, in the "Isle Jesus." He received his education at the Seminary of St. Thérèse de Blainville, in which institution he distinguished himself in several branches of knowledge. He came to Montreal, and took up his abode here in 1872, and five years later, in company with Messrs. Brosseau and Gilchrist, established his present business. In the following year the latter partner died, and since then Mr. Marsan has continued the business with united efforts they have built up a very large and important trade, exporting large quantities of the famous Canadian hay to the United Kingdom, France and other countries. Mr. Marsan, Board of Trade for the past two years, has already made his influence felt in the commerce, and is well-known throughout the commercial world of Canada as one of the most enterprising business men of the country. In addition to the extensive shipping trade done by this firm they have a large and lucrative connection in the city of Montreal, where they supply feed stuffs of all kinds to most of the companies and firms owning large numbers of horses, and this branch of their business is increasing year by year. Mr. Brosseau, the junior member of the firm, although not a member of the Board of Trade, takes an active interest in the development of the shipping trade of Montreal.



## OTTO THORNING, OTTO THORNING &amp; Co.

MR. OTTO THORNING, principal of the firm of Otto Thorning & Co., Grain and Commission Merchants and Marine Insurance Agents, is a native of Germany, having been born in Altona, in 1861, where he was also educated. He arrived in Canada in 1885 and settled in Montreal where he has remained ever since. He commenced his commercial career previous to coming to this country his first business experience being in Hamburg with J. W. Hamdorff in the grain trade. He remained with this firm for several years and in 1884 decided to leave Hamburg for the United States, first he entered the service of E. Pfansus, Grain Exporter, with whom he remained only one year, after which he came to Montreal where he has resided ever since. On his arrival here he joined the service of the well-known firm of Munderloh & Co., shipping agents and general merchants, with whom he continued until 1889, having filled several important positions in that company. Finally he decided to commence business on his own only been established so formed a good trading connection in the city and ships extensively to Europe. He is an energetic business man and is much respected by all with whom he has dealings. Mr. Thorning is a prominent member of the German Society here and has been a member of the Board of Trade since 1890. Although a comparatively young member he takes a great interest in the deliberations of the latter body.



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## WILLIAM B. BULLING, JR., GENERAL FREIGHT AGENT CANADIAN PACIFIC RAILWAY.

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Mr. WILLIAM B. BULLING, JR., General Freight Agent of the Canadian Pacific Railway Company, was born in Montreal in 1858. His first railroad experience was with the Grand Trunk Railway Company, whose service he entered into in 1872 in this city. In 1880, Mr. Bulling transferred his allegiance to the Chicago and North Western Railway with headquarters in the American company, how- turning to the staff of the 1883, President Van Horne post of Chief Clerk of the of the Canadian Pacific Rail- ed, and Mr. Bulling associ- terests of the great company, mained ever since. In the appointed District Freight Montreal, the most onerous in the Freight Department, further recognized by his Freight Agent of the entire the duties of this important made himself respected and mercantile and manufactur- Montreal but everywhere where the name of the Canadian Pacific Railway is known. Ever ready to meet the views of the patrons of the road, not the least of Mr. Bulling's duties is to prevent friction, and as far as possible redress the grievances of consignors and consignees. In politics Mr. Bulling is a Conservative.



Chicago. He remained with ever, only a short time, re- Grand Trunk. In April, offered him the important General Freight Department way. The offer was accept- ated himself with the in- in whose service he has re- year 1880 Mr. Bulling was Agent of the Company for position along the whole line In 1892 his merits were still being appointed General system. In the exercise of position Mr. Bulling has esteemed by the whole ing community, not only of

## KIRKPATRICK &amp; COOKSON.

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The firm of KIRKPATRICK & COOKSON, Wholesale Produce and Commission Merchants, is one of the best known in the trade, both in Canada and Great Britain, and are amongst the heaviest shippers of Canadian produce to the Old Country. Mr. John Everett Kirkpatrick, the senior member of the firm was born in the Old Country in 1828 and was educated in England and France. He came to Canada in 1857 and settled in Montreal where he commenced his commercial career in the business above referred to and which he has lived to see develop into one of the largest of its kind in Montreal. In business matters his integrity and uprightness are proverbial and he is highly esteemed in commercial circles. He has been an active member of the Corn Exchange since it was first organized and became a member of the Board of Trade on its amalgamation with the Corn Exchange in 1886, and is a member of the Board of Review in connection with the latter Association. Mr. Kirkpatrick is a Justice of the Peace for the city of Montreal and is also associated with a number of charitable institutions to which he contributes liberally.

Mr. Cookson, who is a partner in the firm, is a native of England, where he was born in the year 1843 and received his education there. He came to Canada in 1863 and settled in Montreal where he has since resided. Soon after his arrival here he joined interests with Mr. Kirkpatrick. Mr. Cookson is a man of great business capacity and is considered by his compeers as one of the best authorities in matters connected with the produce trade. He became a member of the Corn Exchange in 1870 since which he has been one of its most ardent supporters and was a strong advocate for the amalgamation of that body with the Board of Trade in 1886, when he also became a member of the latter. Both members of the firm stand high for enterprise and honest dealing, and to their business ability and sagacity the shipping trade of Montreal owes a great deal. Since Mr. Kirkpatrick's arrival in Montreal he has seen the volume of trade flowing in and out of the port more than trebled.

## PRODUCE AND

CANADA is essentially an agricultural country and no review of her various business interests would be complete without some reference to the grain and produce trade which is increasing in vastness and importance as each year passes. Ontario and Quebec it is true, no longer produce a sufficient surplus of wheat over their own absolute necessities to be seriously considered as sources of supply for this cereal. But they send out peas, oats, barley and rye, in sufficiently large quantities to be worthy of consideration, while their deficiency in wheat can be considered a blessing in disguise for one very good reason. It has turned the attention of agriculturists in the middle and eastern sections of the country to mixed farming, the benefits of which it is needless to enumerate. Were it not for this mixed farming Canada would not occupy the position she now does in the front rank as a cheese and cattle exporting country. The great plains of Manitoba and the Northwest, are specially adapted and can be depended upon to maintain our rank as a wheat producer, which leaves Ontario and Quebec free to demonstrate the diversity of our agricultural resources by their exports of cheese, butter, cattle, etc. They have done so ably in the past, and the steady advance they have made makes it plain that they will do so in the future. Besides the Maritime Provinces are commencing to wake up also, in this respect, for there is no reason in the world why the farming community down by the sea should not reap some of the benefits to be derived from the cattle and cheese industry. Professor Robertson says that there are plenty of the valleys of Nova Scotia and New Brunswick splendidly adapted to grazing, and he certainly should be an authority. In this case it is quite possible that these sections will be exporting both cheese and cattle shortly, increasing our already large exports materially.

An analysis of the exports plainly illustrates the value of the dairy industry to the country and the financial benefits which it confers on its bone and sinew, the farming class. During the season of 1892-93 there was exported from Canada 1,930,192 boxes of cheese, which at an average of 65 pounds to the box, a very low estimate, means 125,461,180 pounds of the product. The return this brought to the farmer was a handsome one. During the season, the first cost in the country averaged about 9c. and at this figure the actual money the farmer got was about \$11,291,506, less  $\frac{1}{4}$ c per pound allowed to the factoryman as his portion of the profits. But the beauty of it all lays in the fact that every two weeks the patrons of each factory draw their share in good solid cash, and can put it to any use they like. It is no question of barter with the country storekeeper, and all the disadvantages this entails, as is the case in many other instances where farmers are making sales of their produce. The returns from butter are not so great, in fact it is to be regretted that Canada has retrograded rather than advanced in this particular, but the facts in connection with the difficulty will be dealt with later on. In cheese, however, the progress made has been continued and steady since the first inception of the industry twenty years ago. It was slow of course at first, but with increased experience the advance became more rapid, until now, Canada occupies the premier position as a cheese exporting country, and if she is true to the good reputation she has already gained, may in the near future take the front rank in point of production also. Her position as first in the matter of exportation is now undisputed. In fact shrewd members of the cheese trade say the time is not far distant when the United States will be unable to produce more than her own requirements, and then Montreal, as the port of Canada, will be chief, practically the only export centre on the continent. This at least is the prediction of a New York shipper himself, and from the constantly increasing home consumption of cheese across the line it does not look as though his reasoning is very far out. The history of the struggles through which this position was attained is a record of steady progress. In fact there is as much difference in the manner in which the business is carried on now-a-days and the methods of twenty years ago as between the modern locomotive and the old leather sprung stage coach of our grandfather's days. In 1873 there

## CHEESE AND PROVISIONS.

er various business and produce trade. Ontario and their own absolute. But they send worthy of consideration for one very middle and eastern. She now does in plains of Manitoba maintain our rank. etc. They have it plain that they are trying to wake up community down cattle and cheese. Nova Scotia should be an exporting both cheese

ry industry to the farming class. boxes of cheese, means 125,461,180 a handsome one. at this figure the and allowed to the the fact that every ish, and can put it deeper, and all the here farmers are, in fact it is to particular, but the ese, however, the of the industry d experience the tion as a cheese y gained, may in sition as first in rs of the cheese nable to produce Canada, will be is the prediction e consumption of y far out. The record of steady the business is the modern loco- s. In 1873 there

were no regular boards throughout the country where buyer could meet seller, no course of government assisted instruction, in fact the business was carried on in the crudest way. A buyer in those days had to be on the road constantly in his buckboard, and many an exciting race did rival buyers have to reach a particular pet lot of cheese in the old days. Yet, in spite of the many drawbacks the country turned out enough cheese in those days to ship a million boxes, quite a difference from the shipments of to-day, when from one to two million is the idea. In fact the cheese business was a side show run in connection with butter until ten years later, and did not assume extensive proportions until the year 1884 when the figures first topped the million. The changes since then have been many and new firms have constantly been added to the ranks. In the old days Mr. Harlow Chandler was the prominent figure in the trade, and maintained his position until the business assumed such extensive proportions as to attract others, English produce firms among the number, and from this time the latter have always had their own representatives on this side of the water, many in fact at the present time maintaining a permanent staff of buyers at the different cheese centres throughout the country.

It was the success of the dairymen in New York State that first made our own envious. The former had been drawing a good return for years, and with a climate and a pasturage especially suited our own could not see why they should not do likewise. The Ingersoll district was the first to give the example, to be followed shortly after by other sections in Ontario and that province had a monopoly of it for about six years. Finally, in 1879, the Townships followed suit. The industry was of very modest proportions, at the start there being only from fifteen to twenty factories in Ontario and about three in the Townships. Their infant capacity was about three cheese per factory per day, but now the Ontario factories average about fifteen to twenty cheese per day in the flush of the season, and those in Quebec about eight. There is apparently too great a disparity, but in reality it is not. The cheese industry in Quebec only assumed its present dimensions within the past few years so the average has to be placed at a low figure to be reliable. Of course, there are individual factories in the Townships that turn out a great many more cheeses than the above figure but most of the establishments are comparatively new and do not. However, from the modest twenty-five to thirty factories throughout the entire Provinces of Ontario and Quebec the industry has developed into over 1,000 factories in Ontario and 700 in Quebec, and from a capital of \$25,000 in Ontario to \$1,000,000, and \$3,000 in Quebec to \$700,000. This estimate is based on a figure of \$1,000 per factory which is sufficiently low to be accurate, for there are factories in Ontario that cost fully equipped with all the modern appliances from \$5,000 to \$7,000, and they are sufficiently numerous at that. Each of these establishments employs with the cheesemaker from three to four men and in the generality of cases about 300 cows are tributary to a factory which gives for the 1,700 factories a grand herd of 610,000 cows, so that with the cheesemaker and his assistants, the cows, and their milkers quite a respectable little army of people are engaged in the actual production of cheese, not counting the middlemen, buyers and exporters and their staffs of employees, which fully demonstrates the importance of the business in an industrial as well as a financial sense. In Ontario it takes on the average about 10 to 11 lbs. of milk per pound of cheese, but in Quebec the maximum is less, 10 lbs. being the figure. This fact probably accounts for the superior keeping qualities of the cheese from some of the Ontario sections, the inference being that the more milk there is used in the production of a cheese the more absolutely pure fatty matter it contains and the less foreign substance. Hence, it can be put away in stock and is not so liable to shrinkage as a cheese in which less milk is used. This is evidently the reason why Ingersoll cheese and some from the Napanee district are in such demand, as an operator who buys for speculative purposes and pays a price for a certain weight can depend on pretty near the same, even if he does not turn over his purchase until six or eight months after. In the first years of the trade complaints were frequent

about the irregular quality of the cheese and the necessities for arbitration were many, but as business got systematized down to a fine point the occasion for these became less until now there is very little actual difficulty between buyer and seller except when some unscrupulous dealer wants to get out of a sale or purchase because he thinks by so doing that he can take advantage of some peculiar phase of the market ruling at the time. The question of milk inspection was also another difficulty, for a long time leading to bad cheese. The Provincial Government now enforces a rigid inspection, through a staff of inspectors and the quality of the cheese for this reason alone has been vastly improved. A new contrivance in this connection, the Babcock test, which is based on the percentage of fat, is coming more and more into vogue. It is said to be found more efficient than the ordinary lactometer test as it gives a strictly reliable estimate of the quantity of fatty substance contained in the milk. Each patron of a factory receives his share of the profits based on the milk test according to the productive capacity of the milk furnished by him. The system of selling has also been vastly improved from the original methods. As intimated before, it used to be a case of helter-skelter between buyers, but gradually the idea of a regular place of meeting was evolved, Ingersoll, the oldest section, naturally setting the example. This was about thirteen years ago, and from that time buyers and sellers have gathered at a stated place once a week to transact business in Ontario. Ingersoll, Belleville, Stratford and Brockville were the three sites selected, and it is easy to understand how this facilitated matters and expedited business between buyer and seller. Affairs worked along in this way until 1887 when the fact that the auction system had been found to work well in Utica and Little Falls, the leading New York State markets, led to its adoption in Ontario. The introduction of this system is generally conceded to be an advantage except by such people as prefer a hole and corner business, and although efforts from time to time have been made to have it abolished they have not met with any success. Each factoryman now "boards," or in other words, names the quantity of cheese he has to offer for sale, it is marked up on a blackboard and the buyer bids upon it what he thinks fit, which it is of course optional with the seller to accept or refuse. The adversaries of this claim that it frequently leads to a poor factory getting more than its cheese is worth, but this is incorrect. The cheese is either purchased with a guarantee or subject to inspection, and if a factory has a bad reputation the buyers are well aware of the fact and act accordingly. Besides, when one factoryman sees another getting, week after week,  $\frac{1}{8}$  to  $\frac{1}{4}$  a cent more for his cheese simply because of its reputation and quality it must, if he is worth his salt, create in him a spirit of emulation to secure equally advantageous figures. Of course the number of Boards have increased in keeping with the greater number of factories, the roll now including Ingersoll, London, Woodstock, Stratford, Listowel, Brantford, Peterborough, Belleville, Napanee and Brockville, all of which either hold weekly or fortnightly sessions. There are no regular Boards in Quebec although the idea has been agitated, but there are regular gatherings of factorymen and buyers every week at St. Hyacinthe and Cowansville in the Township district; while from the factories down the river the cheese is brought up by market boat and sold at the wharf once a week. The factories up the Ottawa Valley, and in Huntingdon, are mostly controlled by combinations, like the Allan Grove for instance, which comprises about fifteen or twenty factories, the product of which is sold direct to the exporters here in Montreal. West of Toronto a buyer is allowed  $\frac{1}{4}$  c. per lb. commission, but east of that point  $\frac{1}{8}$  of a cent is the basis, so that a box of cheese costing  $9\frac{1}{2}$  c. to  $9\frac{3}{4}$  c. in Brockville costs laid down in Montreal 10 c. to  $10\frac{1}{4}$  c. including freight, with a proportionate advance to include the cost of carriage and the extra commission on purchases made west of Toronto. Very little of this latter stock is turned over in Montreal, however. Most of it is bought and shipped direct getting the advantage of a through rate. Of late years also in addition to handling all the Ontario cheese Canadian exporters have taken most of the cheese from the Northern parts of New York State. St. Lawrence county is the chief section for the industry in this district, the cheese being purchased at the three Boards which are held there, viz., Ogdensburg, Canton and Watertown, the goods being shipped in bond via Montreal. The reason for this is plain, Montreal buyers can afford to pay  $\frac{1}{8}$  to  $\frac{1}{4}$  of a cent more for the cheese owing to the greater proximity of Montreal than their New York competitors

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and yet make a profit. In fact, to all intents and purposes the three Boards in question are Canadian markets.

The various boards commence their sessions early in May and continue from that date until the end of October, and sometimes into November. The work is at its heaviest during the months of June and July, but summer cheese does not command as high a price as the fall make, for the reason that the latter is much better keeping cheese. This is evident from a comparison of the offerings and prices at different intervals during the season, at one of the representative Boards. The following table shows the offerings and range at Brockville during the two years of 1891 and 1892:

1891.			1892.		
Offerings.	Range.		Offerings.	Range.	
Boxes.	Cents.		Boxes.	Cents.	
June..... 26,188	8½ @ 9½		June..... 30,734	8½ @ 9	
July..... 33,688	8½ @ 8½		July..... 21,638	8½ @ 9 7-16	
August..... 24,004	8½ @ 10½		August..... 16,132	9½ @ 9½	
September... 22,682	9½ @ 10½		September...	Contracted for.	
October..... 23,005	9½ @ 10½		October.....	Contracted for.	

These figures illustrate the course of the market in the direction referred to during the course of the season. It should be explained, however, that the cheese for June, for instance, the heaviest month in the year, is not put on the market until the second week in the month, which allows the necessary time for curing, etc. The above figures have to be interpreted on these lines. Occasionally, also, as during last fall in the Brockville district the entire fall make is contracted for ahead, that is it is bought up privately by speculative operators who are willing to take their chances on making a deal out of the output. Of recent years this practice has been falling into disuse, and a good thing too, for it leads to endless bickerings. Dealers will all agree to this, as they recollect the law suits that they have been compelled to enter into to force delivery, or in case of refusal to accept to demonstrate that the goods were not up to the mark. In the generality of cases, however, the factorymen refuse to bind themselves ahead, and this leads to a more legitimate business all round. Last season, for instance, those who contracted must have recognized the folly of it, for once the bulk of the cheese had left first hands prices commenced to advance and they had the questionable satisfaction of witnessing other factorymen getting much better figures for their output. Of course it frequently works the other way, and then the middleman has to suffer, but then two wrongs will never make a right, so that the fact that the evil cuts both ways only makes the argument stronger that the practice should not be adhered to. This must not be mistaken for a plea for factorymen to hold on too long, for it is not. It is simply that the dealing in commodities that don't actually exist, which is the case in contracting for cheese, is utterly wrong in principle, and bound to lead in the long run to unpleasant complications.

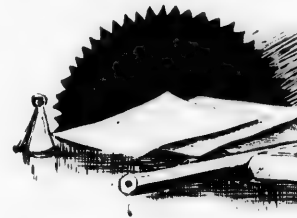
And now the cheese having been followed in its course from factorymen's hands, a few words with regard to its career in the actual market may be opportune. As noted already, prices open out moderately in the June cheese and gradually gather strength as the season advances. The adage in the case of cheese is that June make should always be a purchase around 8c. and September at 10c., that is on spot of course, and the proverb holds good for prices on the respective makes in question have never gone below these figures, but frequently above them. With the increased production, however, and the fact that Australia and New Zealand are dumping more cheese every year on the English market the gradual trend of values is to a lower average. None of the fancy figures made in 1880 and 1881, when September sold as high as 14c. before the wind-up, have been possible since the industry has assumed its present extensive proportions. In fact they are logically impossible now for the business is too big and the competition too keen for any one man to secure control of the entire output, as Mr. John T. Warrington, the cheese king of Liverpool did at one time. The season is usually wound-up in February and March, that is all the cheese of the previous season has been shipped away by that time, but it frequently happens that this result is attained earlier as was the case during the present year

when we had an unusually early clearance of stock from factorymen's hands, in fact the earliest in the history of the trade. This, too, in the face of a largely increased output, the total shipments for 1891-92 being 1,723,437 boxes, while for the season of 1892-93 they were 1,930,172 boxes. A comparison of these figures with those for previous seasons is another illustration of the steady growth of the industry, as the following will show :

1892.....	1,930,172	1883.....	859,612
1891.....	1,723,437	1882.....	677,211
1890.....	1,486,220	1881.....	551,847
1889.....	1,157,854	1880.....	507,000
1888.....	1,134,340	1879.....	518,240
1887.....	1,104,065	1878.....	467,676
1886.....	891,065	1877.....	398,138
1885.....	1,076,661	1876.....	405,660
1884.....	1,108,448	1875.....	507,062

These figures showing the actual results attained are a fitting conclusion to any remarks on the cheese business, for they cannot be misunderstood.

In the case of butter the record is not anything like as satisfactory, and a very brief mention will cover all the points that is necessary to touch upon in connection with the trade. From 1873 until 1883 it was the chief market, cheese, as we have said, being a side show, and then it commenced to fall off until the export trade in the product had assumed very meagre proportions. The reasons for this are obvious. Across the line the creamery system was in full swing, which gave the butter makers there a decided advantage, while the near-sighted policy which our farmers pursued and which many of them



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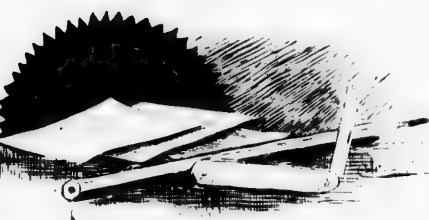
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still adhere to, operated against the best interests of the trade. This is the practice of stubbornly holding on to their make in the expectation of getting a better figure until its quality has deteriorated so that it will not fetch anything like what it would had it been sold in the first place at the figure which ruled the market. The slow way in which the farmers took up the creamery idea was another disadvantage, but it is gratifying to note that it is being gradually overcome, with the result that our exports of butter are again on the increase instead of the decrease. The first creamery was started in Huntingdon County over twenty years ago, and for a long time it and one or two others had the monopoly of the business. Now, however, there are from forty to fifty creameries in Quebec, and as many more in Ontario. It is interesting also, to note in this connection that while Ontario holds the place in cheese Quebec has it in butter. The best dairy butter in the world is made from the milk of Eastern Township cows, and it is the same with creamery, both articles commanding the top of the market. The following table showing the exports of butter in eighteen seasons, will fairly show the drift the industry has taken :

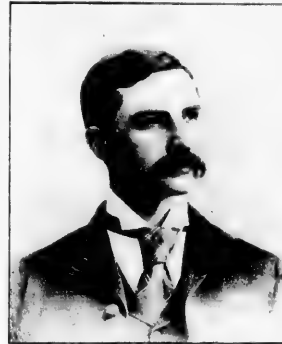
1862	100,485	1883	92,764
1861	98,685	1882	64,620
1860	30,142	1881	130,481
1880	41,957	1880	104,390
1888	16,528	1879	180,322
1887	60,353	1878	106,300
1886	54,293	1877	87,245
1885	66,545	1876	168,048
1884	108,137	1875	115,417





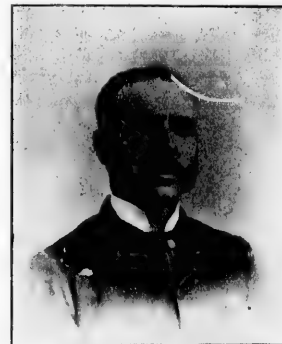
## DUCKETT, HODGE &amp; CO.

The firm of DUCKETT, HODGE & Co., wholesale Butter and Cheese exporters, is one of the largest, and at the same time may be termed one of the most phenomenal in the trade in Montreal, if not in Canada. It is phenomenal because of the extraordinary increase in business during the short period the partners have been working conjointly, and from the fact that both partners received their business training and experience in the same business house in Montreal, that of Duckett is a native of Montreal, 1858, and is the youngest attained such a prominent position. He was educated at the Schools and commenced his business with the Grand Trunk Railway in 1872. During the five years he remained with the Grand Trunk he gained a thorough knowledge of freight business and rates, which he brought to the firm. In 1877 he joined Ayer & Co., with whom he remained until he became thoroughly conversant with the business proper, and in partnership with Mr. Hodge, the most remarkable business partnership in Montreal, this added to his unswerving purpose have established a position among members of the Board of Trade in 1887, and is now a member of the Butter and Cheese Association, having filled the honorary position of Treasurer since its organization. In politics he is a Conservative.



FRANK DUCKETT.

Mr. GEORGE HODGE, the other partner in the firm, was born in England in 1850 and was educated there. He came to this country in 1870 and settled in Montreal, where he has since resided. His first business experience was with the firm of A. A. Ayer & Co., whose firm he joined in 1871, shortly after his arrival in Canada. He remained with this firm for thirteen years and in March, 1884, took up a prominent position with Messrs. Kirkpatrick and Cookson, with whom he remained till 1887, when he entered into partnership with Mr. Duckett. During his experience with the above firms Mr. Hodge gained a complete knowledge of all the intricacies of the trade and has long been looked upon as one of the best authorities in all matters connected with produce. His sound judgment, combined with the perseverance he possesses, has contributed in a marked degree towards the extraordinary success of this firm. His long and varied experience in the trade and his long been best authorities in all matters connected with produce. His sound judgment, combined with the perseverance he possesses, has contributed in a marked degree towards the extraordinary success of this firm. The fact that their business has increased about one hundred per cent. within the past two years is of itself sufficient proof of the rapidity of the increase in business. This index of the rapidly increasing official returns of the Butter and cheese exports from Montreal shew that for the past three years this firm has shown a larger proportionate increase than any other house in the trade. For the year 1892 they stood sixth on the list of Montreal's wholesale exporters of Butter and Cheese the great increase being shewn especially in the latter commodity. Mr. Hodge has also been an active member of the Board of Trade for a number of years past and is one of the leading members of the Butter and Cheese Association in connection with that body.



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## ALFRED J. BRICE.

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Mr. A. J. BRICE, Wholesale Butter and Cheese Merchant, and one of the largest exporters of the latter in Canada, is an Englishman by birth, and is now in the forty-eighth year of his age. He was educated at Browning's College, Bath, England, and came out to Canada in 1870 and settled in Montreal, where he has resided ever since. It was here that he really commenced his of produce, and by steady severance has established a his individual shipments of the exporters who con- trade and prosperity of the supplies from all parts of the Great Britain and the United countries increasing year by ber of the Board of Trade years and possesses the entire honesty and uprightness in several prominent positions oil and has been for some Management of the Montreal He is a Justice of the Peace and has long been an active Society and several other charitable institutions of a similar character, to which he is a constant and liberal contributor. In politics he adheres to the Conservative party, but is too much engrossed with his daily increasing business to devote much time to electioneer- ing matters, Federal or Civic.



business career as a shipper industry, energy and per- sound and thriving business, ranking high among those tribute so much towards the ada. Mr. Brice draws his Dominion and ships largely to States, his business with these year. He has been a mem- and Corn Exchange for many confidence of the trade for all his dealings. He has held in the Board of Trade Coun- time on the Committee of Corn Exchange Association, for the City of Montreal, member of the St. George's

in 1850 and eal, where he experience was firm he joined ada. He re- and in March, Messrs. Kirk- ined till 1887, Mr. Duckett. s Mr. Hodge intricacies of s one of the with produce ed with the he possesses is the extra- e established d about one ears is of its- they have taken as an e firm, as the he past three in the trade. ers of Butter . Mr. Hodge ast and is one ith that body.

## A. W. GRANT, PRODUCE AND PROVISION MERCHANT.

Mr. A. W. GRANT, one of the largest shippers of Canadian produce in Montreal, was born in London, Eng. He was educated there and in Holland, finishing his course of studies in the latter country. On his return to England he made his first introduction to the provision trade by joining a large firm in that line in London. In 1876 he came to Canada and first settled in Ingersoll, Ont., where he engaged with his brother, known Pork Packer and Mr. I. L. Grant, the well- turned to London, Eng., as 1880 he removed to New ness on his own account. old country soon enabled him business which he still con- 1888 he extended his field of ing the New York business manager. In this city he among the cheese shippers, increased since the com- which it has already de- that fact that, last year, Mr. dollars worth of cheese and was exported to England. Association of which he is a prominent member. This organization is affiliated with the Board of Trade of which Mr. Grant is also a member. His business is of the commission nature and his name is one of the best known in the cheese trade in Canada and the United States.



Mr. I. L. Grant, the well- Cheese shipper of that place. turned to London, Eng., as 1880 he removed to New ness on his own account. old country soon enabled him business which he still con- 1888 he extended his field of ing the New York business manager. In this city he among the cheese shippers, increased since the com- which it has already de- that fact that, last year, Mr. dollars worth of cheese and was exported to England.

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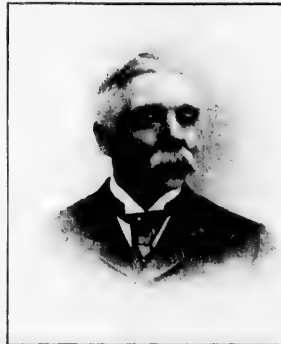
## GEORGE WAIT, PRODUCE MERCHANT.

MR. GEORGE WAIT, senior partner in the firm of George Wait & Co., Wholesale Produce and Provision Merchants, and one of the best known members in this trade in Montreal, is a native Canadian. He was born in the City of Montreal in 1841, and was educated at the Allan's School here. Mr. Wait commenced his commercial career in his native city where he has re-experience was as clerk and in which he remained for commenced business on his grocer and provision mer- his career has been one of increased year by year until position in the trade. He business men and his present entirely to his energy and and integrity in all his deal- in the firm is Mr. George S. to whose untiring zeal and success of the house is in a of the firm includes nearly the scope "produce and pro- cheese, eggs, pork, poultry, from all over the Dominion, and a large portion being shipped from this port. Mr. Wait has been associated with the Board of Trade for over twenty years and was one of the founders of the Butter and Cheese Association, and it is to a great extent due to his untiring efforts that that body owes its present success.



## WILLIAM NIVIN, PRODUCE MERCHANT.

MR. WILLIAM NIVIN, Wholesale Produce and Provision Merchant, is a native of England where he was born in 1837 and where he also received his education. He came to Canada in 1858 and settled in Montreal where he established the business that he has ever since conducted so successfully, and by his energy and ability as well as uprightness in his dealings has gained a high circles. Mr. Nivin is also in social and military circles. dents of St. George's Society several other kindred institu- first officers holding a com- Volunteers of Canada at the 1862, being Captain of No. 2 Nivin has been for many nent members of the Masonic held some of the highest vince of Quebec, being the trict of Montreal before the a separate jurisdiction. It since Mr. Nivin joined the ing of which he has always is also an active member of ation to which he has belonged for a number of years. He has never taken any active part in politics in Canada, devoting himself to the emergencies of business as they arise and leaving people who have leisure time to attend to these matters, preferring for himself to keep out of the turmoil of faction.



JANVIER ARTHUR VAILLANCOURT.

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Mr. JANVIER ARTHUR VAILLANCOURT, Wholesale Provision and Commission Merchant, is a native of St. Janvier, P.Q., where he was born in the year 1851. He was educated and spent the early part of his life in his native town. He commenced a commercial career at St. Therese de Belville, P. Q., entering the employ of John Morris & Son, General Mer- chants and Brewers of that remained in the employ of he came to Montreal and Gravel Frères, wholesale gro- employ of the latter firm for then became connected with which firm he remained for commenced business on his ant branch of trade in which which he has carried on with commencement. He has es- business, and is extending market to all parts of the Board of Trade in 1888 and member of that corporation. Butter and Cheese Associa- with the Montreal Chamber body he also serves on the Council. In addition to the foregoing offices he is a director of the Hochelaga Bank and holds a similar position in the Montreal Fire Insurance Company. Mr. Vaillancourt is one of our French citizens whose record reflects credit not only on his own nationality but on the whole Dominion.

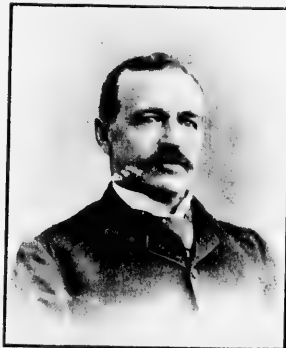


town, in the year 1865. He the latter firm until 1871 when was employed as clerk by cers. He continued in the the space of three years, and Messrs. Chaput & Son, with one year. Finally in 1876, he own account in that import- he is now engaged, and undoubted success since the tablished himself firmly in his trade from the Provincial Dominion. He joined the is a conspicuous and active He is Vice-President of the tion and is also connected of Commerce of which latter

DANIEL HATTON, IMPORTER.

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Mr. DANIEL HATTON, sole proprietor of the firm of D. Hatton & Co., receivers of fish, canned goods, etc., is a native of Montreal where he was born in 1844, and received his education at Arnold's and the Jacques Cartier Normal Schools. After a prelim- inary training in one of the best business houses in the city he commenced business on his own account in 1874 extraordinary energy and of the best businesses in that on Bonsecours Street, Mon- import trade, Mr. Hatton the planting and cultivation of and Eel Rivers, New Bruns- ment having granted to him right in the above named the commercial world he is also much esteemed in connected with several ben- efitations in the city, and is a General Hospital, also a the Prevention of Cruelty of the Montreal Horticultural been a member of the Board Conservative in politics. He has been for several years President of the Ste. Rose Boating Club and is largely interested in the Club House property, as well as in several other enterprises of a similar character. Mr. Hatton's name is known from Halifax to Van- couver owing to his large trade connections.



in the fish trade, and by his industry soon established one well known line of industry, treat. In addition to a large is now largely engaged in oysters in the Bay du Vin wick, the Federal Govern- for fifteen years the exclusive rivers for oyster culture. In holds a high reputation and social circles. He is closely cvolent and charitable insti- Life Governor of the Montreal member of the Society for to Animals and a Life member Society. Mr. Hatton has of Trade since 1887 and is a

## LIVE STOCK EXPORT

A retrospective view of the Canadian live stock trade shows many changes, and a development more wonderful than can be found in any other branch of Montreal's export business. The inception of the business seems to be shrouded in a certain amount of mystery, and hardly two men in the trade can be found who will agree as to who made the first shipments. The facts here given have been gathered with considerable trouble, and are as near correct as they can well be, in the absence of any official records. An English live stock journal says:—"The earliest date at which live cattle were landed in England, from America, appears to have been May 29th, 1861. There was a sale of live cattle brought from South America, at Falmouth Docks, on March 29th, 1870, and in 1873 Mr. Bell imported live cattle from America into Glasgow. Mr. Mulhall, in his 'Progress of the World,' dates the regular commencement of this traffic to 1876, when he says, '2000 head were imported.'" The only part of this quotation which can be verified, is that which refers to Mr. Bell. There is no doubt about his having shipped six head of cattle on an Anchor line boat, as an experiment, in 1873. The object of this experimental shipment was to ascertain if the steamers of the Anchor line could be supplied with beef cheaper by carrying the cattle across on the hoof, and killing them on the other side for the ship's use, than under the system then in vogue of buying fresh beef in the British markets. Mr. Bell was a member of the firm of John Bell & Sons, Glasgow, who had the contract for supplying the steamers with beef, and the shipment was made at the instance of the steamship company. This was not the first shipment made from this country, however, as in 1860 cattle were carried across the Atlantic, two French Canadian cows being sent from this port, about this date, to one of the principal ship owners in Great Britain, who had taken a fancy to our French Canadian cows. Almost all the vessels carrying passengers between England and America, in these days, carried a cow in the life-boat, for the purpose of providing milk during the passage, a fresh animal being put on board at the end of each trip across. A large trade was carried on in dressed beef, mutton, and poultry, about 1873-4, the steamer *Caspian* taking about twelve tons in February, 1874. The ready sale of this fresh meat no doubt suggested the advisability of shipping cattle alive. As before stated, live stock had been carried across the Atlantic in the early part of the sixties; but the first shipment made, for purely commercial purposes, was in September, 1874, on the steamer *European*, from the port of Montreal, Mr. D. Shaw being the agent of the line to which the steamer belonged. The shipment was made by Mr. George Roddick, a Liverpool drover, on joint account with the owners of the steamer. It is to Mr. Roddick that the credit of starting the Live Stock export trade of America belongs. Mr. Roddick came to Montreal for the purpose of making arrangements for the shipment. The upper deck of the *European* was fitted up in something the same manner as the cattle carriers of to-day are fitted, and the rate, while not specified, was put down at £7. Mr. James McShane, sr., was engaged to purchase cattle about Montreal, while Mr. Roddick and the younger James McShane, afterwards Mayor of Montreal, went to Chicago to pick up the remainder that were wanted. The shipment consisted of 273 head, all but three head being landed alive. A good offer was made on the other side for the cattle on arrival; but Mr. Roddick and the other interested parties refused to sell at once, preferring to put the animals out on grass. This proved to be an unwise move, however, as several of the beasts took sick and died, and the first consignment of cattle from Montreal proved disastrous to the owners. The next shipment was made on the steamer *Thames*, by Mr. Fred Lingham, who had made the trip across on the *European* as cattle farmer. He only sent over 35 head, but is said to have made considerable money on the deal, notwithstanding the £7 freight he had to pay. Other people stepped into line. Ex-Mayor McShane, John Dunn, Jos. Lunness,

the Price Bro raising cent country along was £7, or 1880. The f 50 shillings, shillings to shillings was rate of freight 30 shillings, 25 shillings s cattle were c cattle were l way in 55 mi accomplished one of the B until 1876, and refused to ca From this sm of cattle alor 600,000 head ers carrying

The last Mr. Plimsoll a bill in the America. T more than a acter. The flagrant exag for truth by occasions th export busin and the Don Canadian tra week. The merchants c agitation, v steamship r others, was shaken in th cessful end, favorable the bill. S were drawn business, a boat sho into the Ca respecting

## EXPORT TRADE.

the Price Brothers, John Black and others—including many feeders from the great cattle raising centres of Ontario—being among those who sent cattle from Canada to the old country along in the seventies. As has been before stated, the rate on the first steamers was £7, or 140 shillings. So far as can be learned, this was the ruling rate until about 1880. The first steamers in that year got 120 shillings for cattle; by August the rate was 50 shillings, and in September it was 70 shillings. In 1881 the rates ranged from 55 shillings to 90 shillings, the last figure being paid for May space. In 1883, 65 to 80 shillings was about the figure, and in 1884 the range was 48 to 75 shillings. The average rate of freight since that date has been about 55 shillings, cattle being taken, in 1892, at 30 shillings, which is about the lowest rate on record so far as Canada is concerned, while 25 shillings space is often secured out of American ports. For the first two or three years cattle were carried only on the upper decks, and when the lower decks were first used the cattle were loaded with slings. In 1878 when a lot of 99 cattle were loaded by a gangway in 55 minutes, the few people interested in the trade thought a wonderful feat had been accomplished. The first shipment of sheep was made by Mr. Samuel Price in 1876, on one of the Beaver Line boats. It may be explained that the trade was not fairly started until 1876, and even at this date, less than 18 years ago, some of the steamship companies refused to carry cattle or sheep, owing to the mess and dirt they made on the steamer. From this small beginning a business of enormous magnitude has sprung up, the shipments of cattle alone from North America to the British markets now aggregating 500,000 to 600,000 head a year, the average weekly shipments being nearly 10,000 head, some steamers carrying 1,000 head on each trip.

The last three years have been the most eventful in the history of the trade. In 1890, Mr. Plimsoll, "the Sailors' Friend," introduced, or was instrumental in the introduction of, a bill in the Imperial Parliament, which, if passed, would have killed the live stock trade of America. The bill was ostensibly prompted by humane principles, but was, in fact, nothing more than a colossal attempt at creating a protectionist system of the most arbitrary character. The British agriculturists caused to be spread broadcast over the country the most flagrant exaggerations of cruelty to animals on shipboard. These statements were taken for truth by the people to whom they were addressed, and the situation was on several occasions the cause of much alarm and anxiety to the people engaged in the live stock export business. The British Government appointed a committee to investigate the matter, and the Dominion Government caused a full enquiry to be made into the way in which the Canadian trade was conducted. A Court of Enquiry was held in Montreal, which lasted a week. The proceedings were watched with unusual interest, many of the most prominent merchants of the city being in daily attendance. Mr. Plimsoll, the originator of the agitation, was present throughout the enquiry; but, while the evidence adduced from steamship men, insurance agents, shippers, veterinary surgeons, cattle attendants, and others, was all in direct contradiction to his exaggerated statements, his opinions were not shaken in the least, and he went back to England determined to carry his scheme to a successful end. In the face of the evidence taken before the British committee, and the most favorable report from our own government, the Imperial authorities decided to withdraw the bill. Several steamers were debarred from carrying cattle, however, and regulations were drawn up having for their object the improvement in the modes of carrying on the business. The American Government also made regulations defining the manner in which a boat should be fitted to carry cattle and fixing a standard space. A bill was introduced into the Canadian Parliament and read a first time on July 30th, 1891, entitled "an Act respecting the shipment of live stock," under which the Governor-in-Council was author-

ized to "make rules and regulations for the health, security, and safe carriage of live stock in ships;" to appoint inspectors and determine the fees to be paid them, etc. The bill defined the duties of the inspectors and the penalties for any violation of the regulations. The bill became law, and then ensued a discussion between steamship agents and cattle shippers as to what regulations should be made. The Government asked the opinions of the interested parties, and delegation after delegation waited on the Minister of Marine. The shippers asked for more than the steamship men would agree to. Both parties drafted regulations, which were presented to the Government for consideration. The greatest difference of opinion was in regard to the size of space to be allowed each beast. This space question had always been a source of trouble and annoyance to both parties. The shippers wanted the space defined, as they claimed there were occasions when they were unable to get just what they contracted for. Previous to 1886 the space usually allowed cattle was 2 feet 10 inches by 8 feet. On the 21st of April, 1886, a meeting of ship owners, cattle exporters, government officials, and inspectors was held at Ottawa, and a mutual agreement was drawn up by the Minister of Agriculture defining the space at 2 feet 8 inches by 8 feet on all decks up to July 15th, after which date the space on the spar deck was to be 2 feet 6 inches by 8 feet. The shippers claim that the steamship people did not act up to this agreement; but that the size of space was regulated by the demand, and asked that the size of space be made 2 feet 8 inches by 8 feet on all decks for the whole season, five stockers to take the place of four fat cattle. The shippers eventually won the Government to their way of thinking, the draft regulations submitted by them being adopted almost *in toto*. Under the regulations adopted the space was fixed at 2 ft. 8 inches clear in width, by 8 feet clear in length, and not less than 6 ft. 3 inches in height, not more than four cattle being allowed in each pen, except at the end of a row, when five may be allowed together, — provided, however, that five cattle, each 1000 lbs. weight or under, commonly known as "stockers," may be carried in a pen, instead of four fat cattle; no cattle to be carried on more than three decks, and every deck to be provided with sufficient ventilation. Provision was also made that the steamers carrying cattle should have very strong fittings, the manner in which these fittings were to be constructed to be clearly defined; for the stowage of hay and feed for cattle, during the voyage, under deck; for an adequate supply of fresh water, etc. The regulations went into force towards the end of the season of 1891. Two inspectors were appointed, whose duties in brief consisted of—deciding on the suitability of steamers to carry cattle, of inspecting the fittings and feed, and the general enforcement of the provisions of the regulations. Owing to the late date at which the regulations came into effect, the benefits of the government supervision of the trade was not apparent; but the regulations were in force during the entire season of 1892, and the fact that only 661 head of cattle were lost out of a total of 98,755 shipped, or about .66 of 1 per cent, goes to show that the business was devoid of any great hardship to the beasts, and that the mortality on shipboard is small, when proper care is taken that the trade is carried on in the right way. For those regulations the shippers can thank Mr. Plimsoll, because he first started the agitation which led to the government enquiry and the ultimate adoption of the government supervision of the business regulations. The British agriculturist found an opportunity to harass the Canadian shippers in 1892 very seriously, however. On several occasions during the seasons of 1890 and 1891, and as far back as 1881, cattle from Canada were often detained and their movement prohibited, by order of the British Board of Agriculture, on the report of inspectors that disease was found among them; but, through the persistent efforts of the Canadian government officials in Great Britain, the cattle were always released—the suspicions of the inspectors being found, in every instance, to have had no foundation. On the 29th of September, 1892, there were landed at Dundee, from Montreal, 522 head of cattle, ex S.S. "Monk Seaton," and 684 head ex S.S. "Huron." The cattle crossed in good shape, and were housed in dry covered sheds at the landing wharf, where they stood until October 6th, when they were sold. After the sale they were dispersed over the country, many of them being put out into fields, remaining out all night, and it happened, just at that particular time, that a spell of cold wet weather occurred, lasting for nearly a week, and which was quite sufficient to cause the cases of cold and lung affection which showed themselves among the cattle. On the 9th of October a cow, which it is claimed was bought at the sale of October 6th, showed signs of weakness. The beast was



marriage of live stock  
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Both parties drafted  
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This was the case with  
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examined by a veterinary surgeon, who reported that it was suffering from pleuro-pneumonia. The Board of Agriculture was notified, and orders were given that the beast be slaughtered, and the lungs sent to the Royal Veterinary College, London, the result being that the Board of Agriculture examiners pronounced it a case of pleuro, and out of the whole herd of 223 head on two farms, 107 head known to have been in contact with the animal killed, were ordered to be slaughtered. On an inspection of the other 107 cattle slaughtered, it would appear that suspicion could only be attached to the lungs of one other cow. Its lungs were, therefore, dispatched to London, with the result that the Board of Agriculture examiners are said to have pronounced that the lungs showed all the symptoms of pleuro. This cow, it has transpired, was a home-bred animal, and is said to have stood in the same byre, if not the same stall, as the Canadian cow first inspected, and the supposition is, that if there was any pleuro at all, the home-bred cow must have been suffering before the Canadian arrived, and the Canadian cow which was first killed, if it had pleuro at all, must have contracted it from the home-bred animal. Principal Williams, of Royal Dicks Veterinary College, Edinburgh, one of the most eminent authorities on lung diseases in animals, in conjunction with Professor Owen Williams, issued an opinion that the alleged Canadian cow slaughtered was suffering from Broncho-pneumonia or "cornstalk," a non-contagious lung disease, and not pleuro-pneumonia at all. Other alleged cases were discovered, the result being that the 1200 cattle sold at Dundee in October were all slaughtered, by order of the Board of Agriculture, at a cost of £18,000; but no further traces of disease were discovered. Notwithstanding the fact that there was a difference of opinion among the authorities as to whether the animal slaughtered in the first instance was suffering from pleuro, the indisputable proof that the animal had been in contact with a home-bred beast which was found to be suffering from that disease, and the possibility that the first animal slaughtered did not come from Canada, the British Board of Agriculture passed an order that all cattle from Canada must be slaughtered at the port of landing, the order taking effect on Nov. 21st, 1892. The Scotch feeders, and the Canadian Government have tried very hard to have this order rescinded, but they have, so far, been unsuccessful. The pressure brought to bear on the British authorities has been so strong, however, that the President of the Board of Agriculture has announced that the restrictions will be removed as soon as the Board is satisfied that there is no disease in Canada. It may be noted that since 1846 the importation of foreign cattle into the British markets has been free, subject only to such restrictions as have from time to time been placed upon it by the legislature, for the purpose of preventing the introduction of disease into the country. The principal acts dealing with the question were the acts of 1869 and 1878. The act of 1869 laid down the principle that the importation of foreign cattle should be absolutely free, subject to certain powers reserved to the Privy Council, which enabled that body to prohibit, absolutely or partially, such importation, and also to order the slaughter of any such animals at certain specified ports. The working of that act showed that it was insufficient to prevent the spread of contagious disease in the country, and it was followed by the act of 1878, the primary principle of which was that all foreign animals should be slaughtered at the ports of debarkation; but it enacted that when the Privy Council was satisfied that the laws in existence in any foreign country in reference to the importation or exportation of cattle, and as to the spread of disease, were sufficient, the Council could permit the importation of cattle from that country into the United Kingdom. The fifth schedule of the act of 1878 contains the conditions under which the trade is at present carried on, and the revoking of the conditions in this schedule in favor of Canadian cattle, in November, 1892, meant the scheduling of Canadian cattle, the facts of which are given above.

On the 7th of March, 1893, a motion was made in the British House of Commons, "That no foreign cattle landing in the country should be allowed to leave the wharf alive." The motion was defeated, however.

While on the question of legislation a brief mention of what the United States authorities have done in this direction is in order. It may be mentioned that cattle from United States ports have been scheduled in the United Kingdom since 1878. When the Contagious Diseases (Animals) Act of 1878 was passed by the British Government, cattle from the United States were allowed the privilege of free entry into the country on the hoof; but under the provisions of this act that privilege was taken from them. Up to



this time American cattle were shipped from the port of Montreal; but when the British authorities intimated to the Canadian Government that Canadian cattle would suffer the same fate if States cattle were allowed to pass through Canada, an order was passed quarantining cattle from the United States, on the ground that the herds of that country were diseased. From that time to November last Canadian cattle enjoyed the almost exclusive privilege of going into the English markets on the hoof. The United States authorities have retaliated in many ways since. An order was passed quarantining Canadian cattle about 1879, which was rescinded shortly after. The McKinley bill, which imposed a duty of 20 per cent. on cattle and sheep, shut our cattle out of the American markets, large numbers of store cattle having been sent across the line previous to the passage of this bill. The Americans have been trying hard to have the restrictions on their cattle in Great Britain removed, and when the news was received that Canadian beasts had been detained in Dundee in 1890, on suspicion of being diseased, an order was promptly passed that all cattle from Canada would have to enter and be inspected at St. Albans. On the 3rd of February, 1893, the U. S. Department of Agriculture passed an order from which the following extracts are taken:—"Whereas, it has been officially declared, by the authorities of Great Britain, that cattle imported into England, from the Dominion of Canada, have been affected with a contagious disease, known as contagious pleuro-pneumonia, and have communicated the same to British cattle, and that said disease exists in the said Dominion of Canada;

Whereas, the existence of contagious pleuro-pneumonia \* \* \* \* in Canada would be dangerous to the stock interests of the United States, and in case of importation of Neat cattle, without quarantine, might again lead to the introduction of this destructive disease into the United States, which disease has been exterminated at great expense. Now, therefore, it is

*Ordered:* That all cattle to be imported from the Dominion of Canada, into the United States, \* \* \* are subject to the same conditions and requirements as if they were imported into the United States from Great Britain, or the Continent of Europe.

It is further ordered that all Neat cattle, imported from the Dominion of Canada, must be entered at the port of Buffalo, N. Y., which is hereby designated as a quarantine station." \* \* \* \*

This order, which means that all cattle from Canada must be held in quarantine for 90 days, will have no effect, except that Canadian shippers will not be able to take advantage of low freights from American ports, as they have done in former years. The United States Government has expended hundreds of thousands of dollars in an endeavor to exterminate pleuro from the country, and have allowed no opportunity to pass to impress on the Imperial authorities that their efforts have been successful; but the fact remains that 41 cases of pleuro were discovered in cattle from the United States, at British ports, in 1892.

There are now shipped from Canada five distinct classes of cattle, viz: distillery, stall fed, grass fed, stockers and ranchers. Distillery cattle take their name from the fact that they are fattened on the residuum of the first process of distillation, which makes one of the finest cattle feeds in the world. The cattle are bought late in the fall, as two and three-year olds, and are ready for shipment at the opening of navigation. The privilege of feeding cattle at the distilleries is competed for annually by feeders, the rate during the past few years being about \$18 per stake. There are about 10,000 distillery fed cattle shipped every year. Stall-fed cattle are those which have been fattened in stables during the winter, and differ from grass cattle from the fact that they are generally ready for export during the months of May and June, while the grass cattle are not ready until well on in July. Stockers or store cattle, as the name implies, are unfinished beasts, which are shipped to the North of England, and Scotch farmers, who finish them for the British markets. This branch of the business is dwelt on at greater length in another portion of this article. The shipment of Ranchers has not reached very large proportions so far. There are large numbers of cattle on the ranches; but it is a question whether the export trade will increase very much, owing to the constantly increasing demand from British Columbia, and other western provinces.

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## THE STOCKER TRADE.

The stocker trade originated in Aberdeen first of all through Glasgow, and in 1887 was transferred to Aberdeen by the action of a company formed by Col. J. W. Innes, of Aberdeen. Col. Innes obtained the privilege of landing foreign cattle at the port of Aberdeen about the year 1885. At this time no one could be got to undertake the importation of cattle for several reasons. The Glasgow salesmen, who were the only ones who had agents in Aberdeen, objected, because it would mean the withdrawal of a certain amount of business from their own port, and the other people who should in the natural course of events, have taken the matter up, seemed to have the idea very strongly impressed on their minds that steamers could not find dead weight cargoes from America for Aberdeen. Col. Innes at last formed a company of which he became president. This company took the matter up in earnest, sending a commissioner to Canada to establish an agency, and chartering steamers after considerable trouble. The company had sole control of the business for the first year, the steamers Escalona, Avlona, Dracona, and Barcelona being chartered by them. Mr. John Crowe entered the field during the next year, making the first shipments outside of the company on one of the Hansa boats, and followed up the business by sending two more steamers during the season. The Aberdeen and Glasgow salesmen were thus drawn into the business, and after an existence of two years Col. Innes' company retired, the object of its formation having been attained when the business was fairly started. The steamer Gerona, chartered by Mr. Crowe, took the first cargo of cattle to Dundee, and the same gentleman sent the first cargo to the port of Leith. The stocker trade thus became an established fact, and as an evidence of the enormous dimensions to which the trade has grown, it is only necessary to note that during the past three years 35,402 cattle have been shipped to Aberdeen and 20,323 to Dundee. These figures, it may be explained, only represent about 25 per cent of the total shipments of stockers, the ports of Glasgow, Bristol, Liverpool, Newcastle and London also taking large numbers.

Our Canadian store cattle have evidently filled a gap which the Scotch and North of England feeders would have no doubt found it hard to otherwise provide for. The number of cattle bred by these north country farmers is quite inadequate to supply a sufficient quantity of stock for fattening purposes, in a country where the cultivation of roots hold such a prominent place in the rotation of crops, and in these days of high feeding and artificial foods.

There seems to be a feeling among those North country farmers that it is much easier to drop into the Dundee or Aberdeen markets and pick up a number of unfinished beasts for fattening purposes, than it is to bring the animals up themselves, the trouble and drudgery of looking after the cows and their weanlings, and the much lower price of Canadian stockers being sufficient inducement for them to neglect the breeding of cattle. In fact all the large feeders have turned their stalls into feeding boxes, and are giving the Canadian product the preference, because they take on flesh much quicker than the Irish stores, and can be bought cheaper. While it is generally admitted that the shipping of our young and unfinished cattle is unwise, it must be remembered that there are certain parts of Canada unsuitable for the raising of cattle. For the reasons mentioned elsewhere, we cannot take advantage of the American markets as in years gone by, as the demand for stores from the great cattle fattening centres of Canada is not nearly equal to the supply. For some years to come the privilege of shipping this class of cattle to the British markets will be of great value to the farmers of certain districts of Canada, who will view the rescinding of the scheduling order with as much or even more satisfaction than their Scotch *confreeres* who have gone to so much expense in making arrangements for putting the unfinished product of Canada in condition for the British beef markets. It must also be remembered that the supply of store cattle is growing larger every year in Canada, owing to the great development of the butter and cheese industry.

The tables given below show the enormous proportions to which this trade, which had such a small beginning twenty years ago, has grown. In all the tables it will be noticed that the largest shipments of cattle from America were in 1890, and that the largest number of cattle were imported into Great Britain in the same year. Canada was alone respon-

sible for this, over 123,000 head being shipped from the port of Montreal during the seven months of navigation of that year. The shipments from Canada during that season were the largest on record.

In 1887, when the business may be said to have been fairly established, the shipments were 6,940 cattle, and 9,509 sheep; and three years later (1880), 41,730 cattle and 74,502 sheep were exported from Montreal, almost twice as many cattle as in 1879. This very sharp increase appears to have had a bad effect, as the shipments show marked declines during the next two years. From the year 1883 to 1887 the increase in cattle exports was most marked. In 1888 there was a falling off, which was more than made up during the next year; but in 1890 there was an increase of over 37,000 head over the shipments of 1889. Various reasons are given for this; but the only feasible explanation is that in this year the stocker business was fairly started, and as over 39,514 head went to Glasgow, 18,000 to Aberdeen, and 8,000 to Dundee, it may be taken for granted that the stocker trade was alone responsible for the increased business. The shippers seem to have gone wild for the time being, and while a few of their number made some money, the greater number lost heavily. The table shows that only 109,000 head were sent from Montreal in 1891; but in addition to these about 5,000 distillery cattle, which had been bought by an American operator, were shipped from Boston to New York, so that in reality about 114,000 were shipped from Canada. The cause of the drop is explained in two words—"bad markets"—and the same reason explains the decrease in the shipments of 1892. As mentioned above the shipments of sheep in 1880 were 74,502; these figures have only been exceeded twice since, in 1883 when 84,790 were shipped, and in 1886, when 93,850 were exported. In 1887 the shipments dropped to 36,000, increased to 45,500 in 1888, and 59,344 in 1889; but fell to 43,372 in 1890, and there has been a falling off ever since, only 16,000 being shipped in 1892. The shippers have come to the conclusion that Canadian sheep cannot compete with frozen mutton from South America, New Zealand, and Australia, and the probabilities are that the sheep trade is a thing of the past.

The following table shows the distribution of cattle and sheep from Canada for three years:—

PORT.	1892.		1891.		1890.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Glasgow.....	29,726	105	31,647	50	39,514	574
Liverpool.....	28,921	11,584	32,138	16,635	34,298	25,016
Bristol.....	8,821	1,059	8,964	2,913	7,583	3,158
Dundee.....	8,549	.....	12,013	.....	8,761	310
Newcastle.....	7,772	1,760	3,645	166	3,166	770
London.....	7,931	1,424	9,173	12,238	11,737	12,279
Aberdeen.....	6,654	.....	10,761	100	18,077	1,259
Leith.....	200	.....	748	.....	.....	.....
Southampton.....	181	.....	.....	.....	.....	.....
Hamburg.....	.....	.....	61	.....	.....	.....
Totals.....	98,755	15,932	109,150	32,042	123,136	43,372

The following tables show the number of cattle and sheep shipped each year, from 1877 to 1892:—

Year.	Cattle.	Sheep.
Total 1892.....	98,755	15,932
" 1891.....	109,150	32,042
" 1890.....	123,136	43,372
" 1889.....	85,670	59,334
" 1888.....	60,504	45,528
" 1887.....	64,631	36,027
" 1886.....	63,932	93,850
" 1885.....	61,947	39,401
" 1884.....	57,288	62,950
" 1883.....	49,090	84,790

# BOARD OF TRADE SOUVENIR NUMBER

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Cattle.	Sheep.
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34,298	25,016
7,583	3,158
8,761	310
3,166	770
11,737	12,279
18,077	1,259
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123,136	43,372

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Sheep.  
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32,042  
43,372  
59,334  
45,528  
36,027  
93,850  
39,401  
62,950  
84,790

Year.	Cattle.	Sheep.
Total 1882.....	28,358	63,667
" 1881.....	27,536	55,538
" 1880.....	41,730	74,502
" 1879.....	21,626	62,550
" 1878.....	15,093	31,841
" 1877.....	6,040	9,509

The following table will show the total shipments of cattle, sheep and dressed beef, from Canada and the United States, for the past seven years :

Year.	Cattle.	Sheep.	Qrs. Beef.
1892.....	466,056	20,139	1,144,406
1891.....	427,159	37,660	1,054,539
1890.....	517,495	47,461	1,031,576
1889.....	384,660	80,830	875,934
1888.....	205,123	40,800	536,984
1887.....	158,840	35,828	421,934
1886.....	177,694	99,421	524,919

For the purpose of comparison, the following table, showing the total imports of Live Stock into Great Britain in 1892, is given. The figures differ somewhat from those given in the export tables, so far as the Canadian and the United States trade is concerned ; but this apparent discrepancy is explained by the fact that the returns are not made up from the same data :—

From.	Cattle.	Sheep.
United States.....	392,934	2,829
Canada.....	97,949	15,743
Denmark.....	1,745	38,529
Spain.....	1,591	.....
Sweden.....	45	.....
Holland.....	.....	6,686
Other Countries.....	6,526	15,261
Total, 1892.....	500,787	79,048
" 1891.....	465,817	344,504
" 1890.....	585,664	358,458

In addition to the above, 1,951,887 cwts. of dressed beef and 2,895,951 cwts. of bacon were imported from the United States during 1892. The total value of the animals imported in 1892 was £9,400,000.

The most of the cattle exported came from the Province of Ontario, only a small proportion being raised in Quebec, Manitoba and the North-west, the only other places from which supplies are drawn, only supplying about 8,000 head per year. The cattle are handled in Montreal at two stock-yards, which are run in connection with the two great lines of railway.

The receipts at these yards for the past five years have been as follows :—

## GRAND TRUNK STOCK YARDS.

Year.	Cattle.	Sheep.	Hogs.
1888.....	69,153	40,673	16,189
1889.....	85,597	41,956	14,067
1890.....	93,864	47,638	24,409
1891.....	88,448	36,710	31,775
1892.....	83,760	26,326	34,420

## CANADIAN PACIFIC STOCK YARDS.

Year.	Cattle.	Sheep.	Hogs.
1888.....	46,670	42,310	97,040
1889.....	54,400	36,820	9,130
1890.....	75,360	36,680	13,380
1891.....	76,230	31,200	10,830
1892.....	68,440	32,916	17,634

The following statement will give a very good idea of the amount of money expended in the trade during the season of 1892 :

Shipped.	Value.	
79,135 Fat Cattle.....	\$5,530,450	
19,396 Stockers.....	775,840	
<hr/>		
98,531 Cattle.....	Total value.....	\$6,315,290
15,914 Sheep.....	127,312	
1,262 Swine.....	12,620	
1,739 Horses.....	304,325	
		<hr/>
		444,257
		<hr/>
Total value of Animals.....		\$6,759,547
12,615 tons of Hay for food on the voyage.....	\$103,995	
3,724 tons Grain.....	96,824	
3,863 months' work of Cattlemen on the voyage.....	57,945	
6,400 cars Railway Freight paid.....	320,000	
Shipping and sundry expenses.....	50,000	
Ships' fittings for voyage.....	209,000	
Ocean Insurance.....	95,000	
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Total expenses.....		992,764
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Grand total value.....		\$7,752,311

## ROBERT BICKERDIKE, LIVE STOCK

MR. ROBERT BICKERDIKE, who has been for many years so well known as the largest Live Stock Exporter in Montreal, is a native Canadian, being born in Kingston, Ont., in 1842. His father was a native of the ancient city of York, England, and came to Canada a short time previous to the birth of the subject of this sketch, who received an elementary education at St. Louis de Gonzague, Beauharnois. He came to Montreal when but seventeen years of age, at which time he may be said to have commenced his business career. His first experience was in the purveying business, having secured a position with a firm at St. Ann's market, where he steadily worked his way until 1866, when he determined to commence business on his own account. Ten years later he decided to enter into the live stock export trade and made his first shipment of cattle to England. This was the commencement of a business that has rapidly developed into gigantic dimensions, and for years past Mr. Bickerdike has held the lead in this trade, not only being the largest individual shipper in the Dominion, but always taking an active interest in furthering the live stock export trade of Canada. In this connection it may be said that he has been instrumental in starting several shippers in the trade, who, while they found it very profitable for themselves, were aiding in the development of one of Canada's most important industries, and which, although surrounded by many difficulties, is bound to become an important factor in the commercial welfare of the Dominion. He it was who organized and became managing director of the Dominion Abattoirs and Stock Yards Company, and he was also prime mover in the formation of the Live Stock Association, at first acting as Secretary, and undertaking all the arduous work in connection with that company. After this he founded the Live Stock Insurance Company, which has been of



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It must be remembered that these figures refer to Montreal alone, the aggregate value of the cattle exported from North American ports being about thirty-five million dollars a year. As will be seen by a careful study of the table the cost of freight is not taken into account, the \$7,752,000 representing the value of the animals on board ship in Montreal. The average rate of freight from the port of Montreal during the season of 1892 was about 55 shillings per head or in round figures \$13. Allowing for the smaller space taken by stockers there were about 94,000 spaces filled in 1892 so that over one million dollars was expended in ocean freights bringing the total outlay of the shippers up to the enormous figure of nearly nine millions of dollars, and if the charges on the other side were taken into account it would be found that nearly ten millions of dollars were turned over during the season before the cattle from this port were turned over to the British purchaser. Mention has been made concerning the enormous value of this trade to the farmers, and it is very doubtful if there is another branch of trade which benefits them so directly. Placing the value of fat cattle at \$70 on the farm and store cattle at \$40 the Canadian farmer received for his cattle alone last year in the vicinity of \$6,300,000 and \$444,000 for his sheep, swine and horses. Besides this \$260,810 was expended in hay and feed, nearly all of which went direct to the farmers. Taking into account the various items mentioned it will be seen that the farmers last year received over seven millions of dollars through the live stock business and still the government have only taken the trade under its wing during the past few years and have not yet come to the conclusion that it is of sufficient importance to warrant them in making the cost of supervision, etc., a public charge.

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# UCKERDIKE, LIVE STOCK EXPORTER.

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such benefit to the cattle trade and of which company he is President. In addition to his large Live Stock business Mr. Bickerdike has proved himself an able and successful financier in many other enterprises not confined to Montreal. He was the promoter of the Standard Light and Power Company, of which he is President, and was chiefly instrumental in the formation of the Adirondack and St. Lawrence Rapids Tourist Line, and several other concerns of a like nature. The better class of aldermen and the majority of the citizens of Montreal would have been glad to see him obtain the charter for building the electric street railway, his tender for this being by far the most advantageous to the city of Montreal. Mr. Bickerdike is greatly interested in other electric railways for suburban districts, and ere long is sure to be heard of as either owner or one of the largest proprietors of electric railways on the Island of Montreal, which will go a long way towards bringing about the annexation of several outlying municipalities to the city of Montreal. In banking circles he is well known and highly esteemed, and has been a director of the Bank of Hochelaga for a number of years, filling the position of Vice-president for the past three years. For a long period he was a resident of St. Henri during which he was a member of the Council and Chairman of the School Commissioners for that town and St. Cunegonde. Few men have led a more active and useful life and he has long been a liberal supporter of several of the charitable and benevolent institutions in the city. He joined the Board of Trade in 1885, since which time he has

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been one of its most hardworking members having served two years on the Council in the interest of the Live Stock Trade. In addition to his connection with the Board of Trade proper he has been for many years a prominent member of the Corn Exchange Association and has always worked hard to secure a Union Stock Yard for Montreal.



## JOHN CROWE, CATTLE EXPORTER.

MR. JOHN CROWE, who is known throughout Canada as one of the largest shippers of Canadian live stock, is a native of County Clare, Ireland, where he was born in 1857. He received his education in the City of Cork and after completing his course of studies he turned his attention to the cattle shipping trade, his buying operations being at first confined to the markets in the immediate vicinity of his native country. It was not long, however, before it became evident that he was destined to play an important part in bringing to the British markets live stock from countries far beyond the seas. In the early part of his career he invariably shipped his purchases to the English markets, which he attended personally, in order to dispose of his stock to the best advantage. In this connection he had several opportunities of seeing the class of cattle shipped from Canada, this being at the time when the Canadian live stock export trade was only in its infancy, and the consignments sent over being for the purpose of testing the practicability of a trade being established between Canada and the Mother country. It did not take Mr. Crowe very long to come to the conclusion that here was a good field for enterprise, as the demands for cattle in the English markets were then greatly in excess of the supplies. He at once determined to try Canada, and this country. On arrival here he settled in Montreal, this being the great shipping center and recognized headquarters of the trade. This was about seven years ago and Mr. Crowe at once established himself in having in the meantime secured agencies from a number of the largest live stock salesmen in the Old Country. Thus it was that Mr. Crowe became one of the pioneers fair to become one of the with the commerce of Canada. Since entering upon this enterprise the subject of our sketch has shipped very largely to the firms above alluded to, and has established a thriving business, which has, however, been considerably hampered by the action of the re-English Board of Trade in refusing to allow Canadian cattle to be sent to interior markets in England and Scotland, but insisting upon their being slaughtered at the port of debarkation. The reason for this action is that some Canadian cattle were alleged to be suffering from Pleuro-Pneumonia. This Mr. Crowe, in conjunction with several other large shippers, has proved to be a false report, after the most searching investigation, and for the past few weeks have been endeavouring to have the restriction removed, and thus re-establish the flourishing trade in live stock with England that has been built up during the past few years. Mr. Crowe is deservedly popular among the commercial fraternity with whom he comes in contact, but especially so with his confreres in the live stock export trade. He is well known in shipping circles as a most honorable and upright trader and by this class is highly respected. Few have done more during the past seven years to develop the growing industry to which he had devoted all his time and energy. It is not only the number of cattle he ships himself, but the generous and ready assistance he at all times is willing to accord to others in the trade that makes him one of the mainstays of the cattle export trade, to which he has given such an impetus since he settled here in Montreal. He joined the Board of Trade about three years ago and since then he has evinced a deep interest in the welfare and progress of that institution. He also takes a very lively interest in the Canadian Cattle Association, of which he is one of the most prominent members. Mr. Crowe does not interfere much in politics, being too deeply engrossed in his business to meddle in elections, and does not pledge himself to any party. Mr. Crowe instead of troubling himself with political discussions bends all his energies to foster the Canadian cattle trade and place it on a basis sound and enduring. This he thinks preferable to taking any part in party warfare, with all the trouble and turmoil it brings with it to its participants.



WILLIAM CUNNINGHAM.

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MR. WILLIAM CUNNINGHAM, Live Stock Export and Commission Agent, is one of the youngest members of the Board of Trade and is steadily making his influence felt in that body. He was born in the North of Ireland where he received a liberal education, and early in life evinced a strong penchant for business. He first entered the service of the Irish North Western Railway period during which he re-training. In June, 1882, he settled in Montreal where he Grand Trunk Railway, but year to take up a position ance Company at the Stock which Company he has since ager and Director. He has with the Cattle Export Trade presents salesmen in all the that receive Canadian cattle. nion Live Stock Association Government Inquiry into the of the Plimsoll Bill of 1891. shrewd, honourable business to business has made a host cantile fraternity, and in recognition of his valuable services in connection with the Canadian Cattle trade he was elected to the Council of the Board of Trade in January last. Mr. Cunningham joined the Board of Trade in 1886, and is also a member of the Marine Underwriters' Association. In politics he is a Conservative.



CORNELIUS COUGHLIN, CATTLE SHIPPER.

MR. CORNELIUS COUGHLIN, Cattle Shipper and Insurance Agent, is one of the leading men in the cattle shipping trade of Montreal and one of those who during the past few years has done much to develop this important branch of the trade of the Dominion. He is a native Canadian having been born in Yarmouth, Elgin county, Ont., in 1847, and received his education in the He came to Montreal in 1886 ness above referred to and of the heaviest cattle shippers having obtained several im-firms in Liverpool, Glasgow Britain. Mr. Coughlin is a business and is highly re-shipping circles for his up-has only recently joined the its most active members and half of the Canadian Live he is also a member. He has formed an extensive connec- of the Province of Ontario in Montreal during the sea-shipments are the heaviest, ledge of the trade being of great service to his numerous patrons. It is needless to say that he enjoys to the fullest extent their entire confidence. In politics Mr. Coughlin is a Liberal-Conservative, but does not interfere much in these matters. As an authority on cattle Mr. Coughlin has a Dominion reputation.



where he remained for a short ceived a thorough railway came over to Canada and joined the service of the left the Company within a with the Live Stock Insur-Yards, Point St. Charles, re-organized and is now Man-been very closely identified for about nine years, and re-English and Scotch ports As Secretary of the Domi-he did good work during the Cattle Export Trade, because Mr. Cunningham is a keen, man, and by strict attention of friends amongst the

public schools of Huron Co. where he settled in the busi-has since that time been one from the Port of Montreal portant agencies from large and other cities in Great shrewd and energetic man of spected in commercial and rightness and integrity. He Board of Trade but is one of an energetic worker on be-Stock Association of which during the past few years tion among the cattle raisers whose interests he looks after son of navigation when their his thorough practical know-



## MICHAEL GREEN, LIVE STOCK EXPORTER.

MR. MICHAEL GREEN, who is one of Canada's largest Live Stock Exporters, is a native of Ireland, where he was born in 1850. He received his education in that country and at the age of twenty-six commenced business in the cattle trade in which he bought largely, shipping his purchases to the English markets. It was while thus engaged that Mr. Green had several opportunities of adian cattle that had been kets, and judging from the came to the conclusion that cattle-raising country, and he idea than he proceeded to put 1879 that he decided to come sage to Halifax. It did not that Nova Scotia's capital cattle trade of the Dominion not do any trade there he during the next two years he and live hogs. During his the largest shipper of live In 1881 he decided to make tions and came on to this city ing as shipping agent for and Scotch Cattle Salesmen, as well as trading largely on his own account. He has been a member of the Board of Trade for many years and is one of the most active members of the Live Stock Association, which owes a great deal to his indefatigable exertions on its organization.



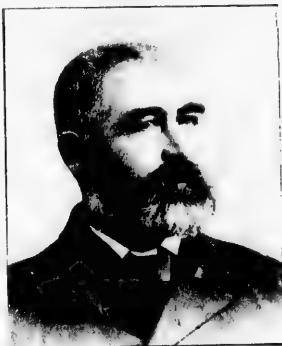
seeing consignments of Can- sent over to the English mar- appearance of the stock he Canada must be a grand had no sooner conceived the it into practice. It was in to Canada and took his pas- take long to convince him was not the place where the centred, and finding he could proceeded to Boston where engaged in shipping cattle sojourn there he was by far hogs of any man in America. Montreal his field for opera- where he has since been act- several of the largest English on his own account. He has been and good interest. fore leave

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## JAMES KERR, GRAIN, PRODUCE AND CATTLE EXPORTER.

is a native of the County of Huntingdon, Province of Quebec, in 1843, and received his education there. In 1858 he came to Montreal where he settled, his first business experience being with the well known firm of Crathern & Caverhill, Wholesale Hardware Merchants. Here he remained for a period of eight years after which he decided to enter business on his own account. At first he confined himself to the home and local trade in grain and produce, but finding that a considerable trade was being done in the shipment of Canadian cattle he turned his attention to the supplying of feed-stuffs necessary for the long voyage across the Atlantic. From the uniform good quality of the feed he supplied he soon gained the confidence of the cattle shipping fraternity who have since continued to patronize him for their requirements in this line. The connection thus formed brought Mr. Kerr into such close contact with live stock exporters that it resulted in his going into the trade himself. In this he has been most successful, and now holds a prominent position in the trade. In commercial circles he is well and favourably known, and where he is seen it is the signal for all that is genial and good in nature. He has recently joined the Board of Trade in which he takes a great interest. Mr. Kerr says that business and politics cannot go hand in hand and he therefore leaves the latter alone.



## MISCELLANEOUS



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Looking West

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## SCCELLANEOUS.



CHAMP DE MARS  
Looking West.

## LYMAN, SONS &amp; CO.

HENRY LYMAN.

HENRY HERBERT LYMAN.

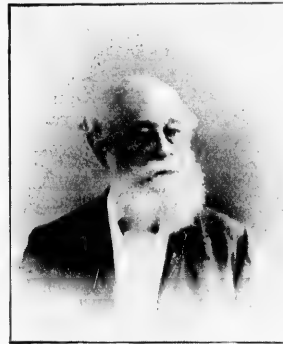
Few firms in Canada are so well known or have been so long established in business as that which has, for many years past been registered as Lyman, Sons & Co., Wholesale Chemists and Druggists. The firm with which the name of Lyman has been so long connected was founded at the beginning of the present century when Mr. Lewis Lyman, uncle of the senior member of the present firm, entered into partnership with Mr. Wadsworth under the style of Wadsworth and Lyman. This was about the year 1800 and since then the titles of the firms in which the Lymans have always had a predominating influence have been:

Hedge & Lyman, established in 1819	
William Lyman & Co.,	" 1836
Lymans, Savage & Co.,	" 1855
Lymans, Clare & Co.,	" 1860
Lyman, Sons & Co.,	" 1879

the latter being the name by which the firm is still so well and favorably known. The Toronto drug firm which has been so well-known under the name of Lyman Bros. & Co., and which has recently been converted into a limited liability company is also intimately connected with the Montreal house through Mr. Henry Lyman having long been the senior partner in that of the company. The

able origin and is able to more than three hundred the Lymans in the United Richard Lyman who was Essex, England, in 1580, family to New England in earliest settlers of Hartford his name is inscribed on a centre church of Hartford, first settlers of the city. in Northampton, Massachusetts the senior partner in the Vermont, in 1813, and came in 1816. He was educated Montreal, and at Amherst settled in Montreal in 1829 ed his commercial career firm of Hedge & Lyman.

Mr. Henry Lyman during the sixty-three years he has been in business has been remarkable in many ways and he has been closely identified with almost every project instituted for the benefit of the city, in many of which he took the initiative. He was one of the founders of the "Property Protecting Fire Company" formed to protect portable property and prevent pilfering at fires, and about the same time joined the "Philomathic Society," a small club formed for literary discussion, of which he is now probably the sole representative. He was one of the founders of the Sunday School Union in 1836 and for some time one of its secretaries. In 1837 he joined the "Montreal Rifles" and saw active service during the rebellion. Shortly after this in conjunction with his brother, the late Benjamin Lyman, he formed a Volunteer Fire Engine Company, the "Union," which proved a model company and by emulation led to great improvement in the then existing civic fire department. He took an active part in the establishment of the "American Free School" which supplied a crying want and which was a success from the beginning. He was also a Director and afterwards President of the "Montreal Building Society" the first of its kind in Montreal. In 1851 he was a member of the local commission for the great London Exhibition, under the presidency of the late Prince Consort, and received a diploma and



HENRY LYMAN.

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## LYMAN, SONS &amp; CO.

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HENRY MILES.

medal "for services." In 1853 he was elected alderman for the West Ward, and rendered great services to the city especially in the establishment of the Water-Works, and the introduction of the Fire Alarm Telegraph. In 1856 he was Honorary Treasurer for the celebration of the opening of the Grand Trunk Railway. At the time of the Trent affair in 1863 he took an active part in raising the 5th Battalion Royal Light Infantry taking command of No. 8 company and went to the front with his regiment at the time of the Fenian invasion of 1866, shortly after which he retired with the rank of Major. In 1867 he was again elected to the City Council, representing the Centre Ward and retired in 1870 with a vote of thanks from the Council and Fire Committee. He was elected a Director of the Citizens Insurance Company in 1867, later becoming Vice-President, and succeeded the late Sir Hugh Allan in the Presidency upon the latter's death in 1881, holding the office until 1889. Mr. Lyman has been a Director of the Canada Shipping Company since its organization. He has also been a member of the Board of Trade for many years, and has filled the most prominent offices in that important body, having been Vice-President in 1863 (when he also represented it on the Harbor Commission) and President in 1881-82. He was for many years a Deacon of Zion Church, and since the foundation of Emmanuel Church he has filled the same office in it, and he also served as chairman of the building committee. He was Chairman of the Provisional Committee for the organizing of the Imperial Federation League in Canada, and was Chairman of the Montreal Branch. Mr. Lyman is a Governor of the Protestant Home of the Governor of and a Vice-Hospital for the Insane, a mechanics Institute, and of the and there is hardly a notion in the city to which he tributor. Although so far attends regularly to busi-takes an active interest in mote the welfare and de-of Canada as the chief colony



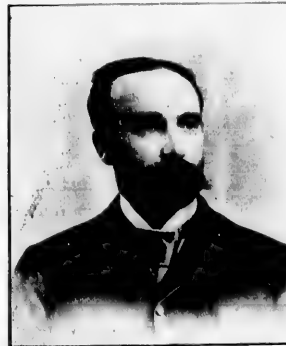
HENRY HERBERT LYMAN.

Mr. HENRY HERBERT Lyman, was born in Mont-1854. He was educated at and High School (David-wards took the Arts course he graduated B. A., and proceeding to his M. A. degree in 1880. He entered the business in 1877, and was admitted to partnership in 1885, and has always devoted himself assiduously to the interests of the house. Upon the recent conversion of Lyman Bros. & Co., of Toronto, into a joint stock company he was elected Vice-President of the new company. Mr. Lyman has always taken an interest in literary and scientific pursuits, and has given his time freely for the benefit of his Alma Mater and other worthy objects. He held the offices of Vice-President and Treasurer in the University Literary Society and in the Graduates' Society, and was one of the active organizers of the Imperial Federation League in Canada and its Treasurer from 1885 to 1891. He is President of the Montreal Branch of the Entomological Society of Ontario, and an honorary member of several foreign Entomological Societies, a member of the American Association for the Advancement of Science, and a Fellow of the Royal Colonial Institute. Following in the footsteps of his father he joined the 5th Battalion, now the Royal Scots of Canada, as Ensign in 1877, and rising through all the ranks became Major in 1885, with which rank he retired in 1891. He has been a member of the Board of Trade since 1887, and in politics is an Independent Conservative.

ada, and has been Chair-since its formation in 1885. of the General Hospital and Industry and Refuge, a President of the Protestant life member of the Me-Natural History Society, sectarian charitable institu-has not been a liberal con-advanced in years he still ness and other pursuits and everything tending to pro-velopment of Montreal and of the Empire.

LYMAN, son of Mr. Henry real on 21st December, the West End Academy son Medalist,) and after-at McGill University where Logan Medalist in 1876,

MR. HENRY MILES, who is a partner in the Wholesale Drug Establishment of Lyman, Sons & Co., is an native Canadian having been born at Lennoxville, P. Q., in the year 1855. He was educated at Bishops College which institution is situated in his native town, and when very young came to Montreal. He then entered the employ of the old firm of Lyman, Clare & ally became General Man-lishment in 1884. Four as a partner and has since His long experience in the with his great energy and a most valuable acquisition a member. He has devoted question, and has written Miles is a member of the great interest in athletic most enthusiastic amateur great attention in the direc- of the city churches enjoy which was especially con- Church choir towards the music. He is a Warden of ber of the Managing Com- Philharmonic Society. He business circles in Montreal, the principal upholders of trade and commerce at this port in the future. Mr. Miles be- came a member of the Board of Trade in 1887, and takes a keen interest in the commercial prosperity of this city.



HENRY MILES.

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came a member of the Board of Trade in 1887, and takes a keen interest in the commercial prosperity of this city.

#### JAMES WILLIAMSON, WAREHOUSEMAN.

Among the older residents of Montreal there are few more familiar figures than that of Mr. JAMES WILLIAMSON, the well known Warehouseman. He is a native of Sanguhar, Dumfrieshire, Scotland, where he was born in August 1824, and was educated at the parish school, in the ancient royal burgh of that name. He came to Canada in 1843, and settled in Montreal where he commenced his business career & Co., one of the largest time in the country. He re- peried of seven years, and in his own account as ware- his career has been one of stores form a square fronting and Prince Streets, having side and the Grank Trunk Mr. Williamson is a member of Trade and is one of the Exchange, having joined that ized. His connection with from 1887, when it was amal- change. He is a Justice of St. Andrew's and the Cale- witnessed many stirring events in connection with the history of Montreal and seen many changes during the past half century of his residence in this city. In politics Mr. Williamson is a Reformer, and is a very strong believer in the fundamental principles of that party.



has since resided. He com- in the office of Logan, Cringan grain shipping firms at that mained with them for a 1850 he began business on houseman. Since that date unqualified success. His on Brennan, Common, Duke the Lachine Canal on one Railway track on another. of the Council of the Board oldest members of the Corn body when it was first organ- the Board of Trade dates gamated with the Corn Ex- the Peace and a member of donian Societies. He has

shment of Lyman, P. Q., in the year 1840, when he was employed in his native country as the employ of the old boy, and eventually he Lyman established himself in that capacity. His business, combined with his musical talents, have rendered him successful in the use of which he is now employed in accordance to the customs of that subject. Mr. Lyman, and has taken the name of Lyman, is known as a devoted and successful musician, having devoted his life to the study of his effort and his position upon Trinity Church, and a member of the Montreal Choral Society, and is known throughout the city as one of the best musicians. Mr. Miles began his career in the commercial world in 1840, when he was employed in the office of the Montreal Choral Society, and is now a member of the same.

JAMES STRACHAN.

MR. JAMES STRACHAN, a known baker in Montreal, in the year 1836, and educated in Montreal and studied for an apprenticeship in commercial life in the employ of Messrs. Strachan and Co. and remained with him until tired, Mr. Strachan taking over the business, which he has since conducted with many years has enjoyed a rightness and integrity in all one time, about six years ago, in which Mr. Strachan re-insisted on that gentleman honorable position of Alder- not see his way clear to 'interests of both the residents therefore declined to become is well known as one of the as one of the most active Society ; and with his great he has made himself one of the



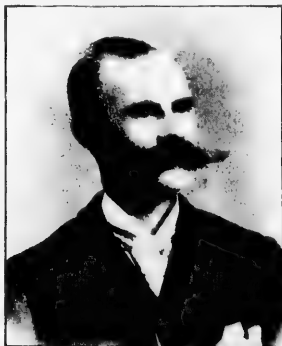
As a member of the Board of Trade, and also of the Corn Exchange for 16 years, having joined in 1866, Mr. Strachan's name has been favourably known to the commercial community of Montreal, among whom he is highly esteemed and respected. In 1892 he declined to stand for the Local House as Independent Liberal.

of the late Mr. Benny, baker, 1860 when Mr. Benny recovered the business. This he remarkable success, and for high reputation for his up his business dealings. At the constituents of the Ward sides, viz., St. Louis Ward, being their candidate for the man, but Mr. Strachan could attend conscientiously to the and his own business, so he a candidate. Mr. Strachan staunchest members, as well workers, of the St. Andrew's good will and genial manner most honored of this society.

## WILLIAM M. LEMESURIER (CUNNINGHAM &amp; LEMESURIER).

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MR. WILLIAM M. LEMESURIER, of the firm of Cunningham & Lemesurier, Commission Merchants and Cartage and Forwarding Agents, is a native of St. John's, Nfld., in which city he was born in the year 1846. He was educated at the St. John's College and came to Montreal in the year 1869 and has resided here ever since. On his arrival here he first entered the establishment of Baird & Kinneir (afterwards John Baird & Co.) as junior partner and years ago when he formed a partnership with Mr. Cunningham & Lemesurier, the same, his firm being one of the principal transportation and cartage agencies in the Dominion of Canada. Mr. Lemesurier is well known to the community with whom he has been so closely allied for many years and by whom he is highly respected. He is a thorough man of business and proverbial for carrying out faithfully any engagement he may enter into. He has been an active and prominent member of the Masonic order for many years and has filled several of the most important offices in that order in the Province of Quebec. He is also connected with a number of charitable institutions in the city to which he gives a liberal support. He was elected to the Board of Trade in 1885 in which he takes a deep interest. In politics Mr. Lemesurier is a supporter of the Liberal party, but takes no active part in political affairs, preferring to devote all his time to the interests of the ever increasing business of the firm.





## CAVERHILL, LEARMONT

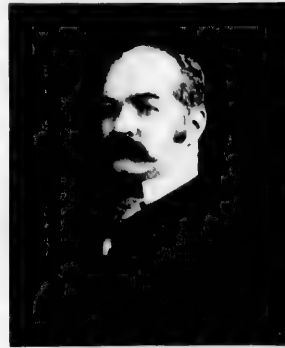
FRANK CAVERHILL (Colonel)

GEORGE CAVERHILL.

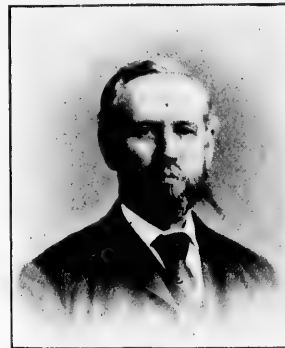
J. B. LEARMONT.

LIEUT.-COLONEL FRANK CAVERHILL, head of the well-known wholesale hardware firm of Caverhill, Learmont & Company, was born in Beauharnois, P.Q., in the year 1854. He is a descendant of one of the old Scottish families who were amongst the first settlers in this country and who have it might be said were mainly about the present commerce of their adoption. Young Edinburgh, Scotland, to studied at the Merchiston and later completed his Glasgow. Returning to commenced a commercial career Crathern & Caverhill in the the death of his father and conjunction with his afore- over the shelf hardware ness. They have since been risen rapidly to be the of business in the Dominion other things, Mr. Caverhill his attention to military of the most prominent fig- Canadian militia. He en- 1876, and finally rose to the command of that regiment, which he held for five years. His retirement in 1891 (retaining the rank of Lieut.-Colonel) was the occasion of universal regret on the part of both officers and men of his old regiment, to whom he had greatly endeared himself, having always displayed a kindly consideration to those under his command, and helped greatly to raise the standing, etc., of his regiment to its present state of high efficiency. Though he still takes a deep interest fare of his late command. the Board of Trade since the Montreal Loan and nected with the St. Andrew's and was appointed a Justice and District of Montreal in supporter of the Liberal

MR. JOSEPH B. LEARMONT, hill, Learmont & Co., is a city he was born and edu- entered the firm of Crathern with that house until the bers of the firm, when the hill, Learmont & Co. was guidance and tuition of Mr. came an essential factor in enormous business the firm many years and which has versally acknowledged to be to-day, one of the soundest business men and best authorities in the trade. He has been a member of the Board of Trade for many years, and for the terms of 1891-92 was member of the Council of that corporation, and is a director of the Canadian Rubber Co.



FRANK CAVERHILL.



J. B. LEARMONT.

greatly contributed, in fact instrumental in bringing cial prosperity of the land Mr. Caverhill was sent to receive his education, and Castle School of that city, studies at the University of Montreal in 1872 he com- in the employ of the firm of capacity of clerk. Upon uncle, in the year 1882, in mentioned partners, he took portion of the firm's busi- highly successful, having leading house in their line of Canada. Amongst has given a great deal of matters, and has been one ures in the history of our tered the Royal Scots in

retired from active service, in all that concerns the wel- He has been a member of 1888, and is a director of Mortgage Co. He is con- and Caledonian Societies, of the Peace for the City 1881. In politics he is a party. who is of the firm of Caver- native of Montreal, in which cated. Early in life he & Caverhill, and remained death of the senior mem- shelf goods firm of Caver- formed. Under the able James Crathern he soon be- the management of the have been doing for so made him what he is uni- than in t

MR. T. having be- parents' this city commerce that year junior cle for the ment of ing the c had am acquaintance of this he with the to the E the vari during th the Boar thorough consistin their e ness hou hill, Lear the firm, is the cas that, in t one coul than in t James C ness men his exam

CAVERHILL, LEARMONT & CO.

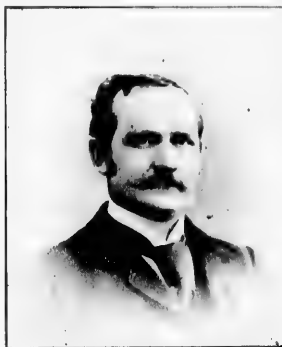
FRANK CAVERHILL (Colonel).

GEORGE CAVERHILL.

THOS. HY. NEWMAN.

ware firm 1854. He settlers in ed, in fact bringing of the land is sent to ation, and that city, iversity of 2 he com- the firm of k. Upon r 1882, in rs, he took rm's busi- al, having their line Amongst at deal of s been one y of our Scots in ears. His universal ad greatly r his com- esent state ve service, ns the wel- member of director of He is con- Societies, the City s he is a of Caver- al, in which n life he remained nior mem- of Caver- the able ne soon be- of the ng for so he is uni- authorities and for the ctor of the

MR. GEORGE CAVERHILL was born in Beauharnois in the year 1858. He received his early education at the High School and completed his studies at McGill University, at which institution he went through a most creditable course. In 1877 he entered the firm remained with the latter the expiration of which time his brother and Mr. Lear- and still continues to be a shown to a marked degree for which his family have and promises to be one of chants of Montreal. He Trade in 1887, and is a member of that body. He, Caverhill, is also connected and with the leading social city. He is a universal carries the good will and he has come in contact or ling qualities as a man of worth as a citizen of a munity.



GEORGE CAVERHILL.

MAN, is a native Canadian, in 1850. He came with his parents to Montreal in 1860 and has resided here ever since, receiving his education in this city. In 1866, at the comparatively early age of sixteen years, he commenced his commercial career, which since that time has been fraught with success throughout. In that year he joined the service of the firm of Crathern & Caverhill, already alluded to, as junior clerk, and remained with them until 1884, when he joined Messrs. Caverhill & Learmont for the purpose of taking ment of the old firm of ing the eighteen years that had ample opportunity of acquainted with all the of this he availed himself to with the other members of to the European markets to the various improvements during the year. Mr. New- the Board of Trade since thoroughly independent. It consisting of four partners their early commercial ness house, yet such is the hill, Learmont & Co. It is the firm, but for each mem- is the case, for it is a pretty that, in the city of Montreal, one could receive a more than in the offices and stores of Messrs. Crathern & Caverhill. James Crathern, is universally acknowledged to be one of the astutest and shrewdest business men in Canada, and one that Montreal may well feel proud of, and it was by following his example that the above named gentlemen have made such a marked success.



THOS. HY. NEWMAN.

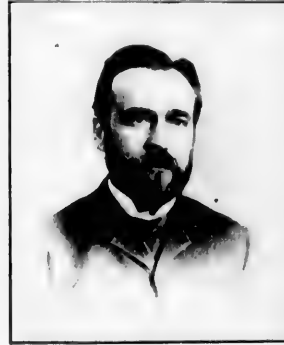
MAN, is a native Canadian, in 1850. He came with his parents to Montreal in 1860 and has resided here ever since, receiving his education in this city. In 1866, at the comparatively early age of sixteen years, he commenced his commercial career, which since that time has been fraught with success throughout. In that year he joined the service of the firm of Crathern & Caverhill, already alluded to, as junior clerk, and remained with them until 1884, when he joined Messrs. Caverhill & Learmont for the purpose of taking ment of the old firm of ing the eighteen years that had ample opportunity of acquainted with all the of this he availed himself to with the other members of to the European markets to the various improvements during the year. Mr. New- the Board of Trade since thoroughly independent. It consisting of four partners their early commercial ness house, yet such is the hill, Learmont & Co. It is the firm, but for each mem- is the case, for it is a pretty that, in the city of Montreal, one could receive a more than in the offices and stores of Messrs. Crathern & Caverhill. James Crathern, is universally acknowledged to be one of the astutest and shrewdest business men in Canada, and one that Montreal may well feel proud of, and it was by following his example that the above named gentlemen have made such a marked success.

## LAPORTE, MARTIN &amp; CO.

Prominent among the Wholesale Grocery Houses in Montreal is that of Laporte, Martin & Co. Mr. HORMIDAS LAPORTE, the senior member of the firm, is one of the living examples of the pushing intelligent Canadian Merchant who from a very small and comparatively insignificant beginning has risen to be a prime factor in the commerce and trade of this country. He was born in Lachine, P.Q., in 1851, and at the early age of fourteen

years began to make his own living by working in a nail factory, and at the same time picking up what education he could between native village and attending the primary schools of his home. He came to Montreal in 1870 he left the employment of the grocery firm as clerk, and joined the grocery firm as clerk, where he gained that knowledge of the business that he has so well applied since. He established a retail business of which he worked as a partner, and finally founded the firm which is now the senior partner, has increased enormously and is still growing, this reputation the firm have of power to meet the wants of customers. Mr. Laporte was elected to the Board of Trade in the year 1883 and has since been a prominent member of the association, in connection with that corporation. He is a past-president of the St. Jean Baptiste Society, and occupies a prominent position in the list of membership in most of the French institutions, in the management of which he takes an active part. He was also President of the Montreal District Chamber of Commerce, a director of the National Building Society, President of the Alliance of the Union St. Vincent interested in other kindred all of which he devotes a liberal tribute.

MARTIN who is a partner above mentioned grocery village of St. Genevieve, P.Q., where he was educated all his life versant with all the details of the Retail departments, and associated with the present in a great degree in de have done. His first ex his native county where he but a pardonable ambition wider field of operation. the year 1863 and has since later he entered the employ firm of G. G. Gaucher & Co., with whom he remained for some years, and later joined the well-known firm of N. Quintal & Co., Wholesale Grocers, with whom he remained eight years. In 1888 he became a member of the firm of which he is still a partner. He has been a past-President of St. Jean Baptiste Society and was one of the principal organizers of "Le Monument Nationale." He has been a member of the Board of Trade since 1887, and is known as one of the most energetic merchants of Montreal.



HORMIDAS LAPORTE.



JOHN BAPTISTE MARTIN

own living by working in a same time picking up what the primary schools of his ing the night schools when 1870 he left the employ-nailmaker, and joined the grocery firm as clerk, ledge of the business that After a few years he estab his own in the same line, in siduously for some time wholesale firm of which he The business of his house within the past few years, being the result of the doing everything in their and circumstances of their was elected to the Board of has since been a prominent Wholesale Grocers Associ-

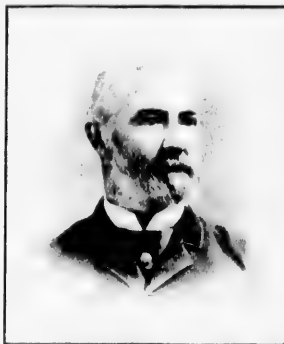
MR. JEAN BAPTISTE with Mr. Laporte in the business, is a native of the County of Jacques Cartier, cated. He has been in the and is thoroughly con- of both the Wholesale and during the time he has been firm has been instrumental, veloping the trade they perience in business was in received his early training prompted him to look for a He came to Montreal in resided here. Two years of the wholesale grocery Society, and actively in-benevolent institutions to good deal of time and con-

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D. TORRANCE FRASER, AUDITOR AND ACCOUNTANT.

MR. D. TORRANCE FRASER, Auditor and Public Accountant is the last surviving son of the late "Provost Fraser" of Inverness, who came to Canada in 1837, and brother of the late Rev. Donald Fraser, D.D., of London, England. He was born in Montreal in 1840, and was educated at the High School and University of Edinburgh, subsequently completing a special course of studies on the continent. His commercial career was commenced in the offices of his uncles in New York in 1859, and in 1861 he removed to Montreal, where he joined the firm of D. Torrance & Co., with whom he remained afterwards went into the mercantile line, but was compelled account of ill-health. In 1882 he resumed business again as auditor and accountant and with whom he has had business transactions, by his integrity, professional ability and social and musical circles he time took an active part in the command of the Garrison prominent rifle shot, and Provincial Associations, Mr. Crescent Street Presbyterian in Sunday School work, and is connected with the Bible and other religious societies. He joined the Board of Trade in 1877, having previously belonged to the Corn Exchange, and in politics he has always been a Liberal, but his many business duties have prevented him taking an active part in party affairs.



of studies on the continent. commenced in the offices of 1859, and in 1861 he removed the firm of D. Torrance & for a number of years. He Commission and Warehouse to retire after a while on he resumed business again as has gained the esteem of all ness transactions, by his in- and upright conduct. In is well known, and for a military matters, retiring from Artillery in 1886. He was a member of the Dominion and Grant is a member of the Church, and is very prominent in the community.

ALFRED BICKERTON EVANS, (EVANS & SONS, LIMITED.)

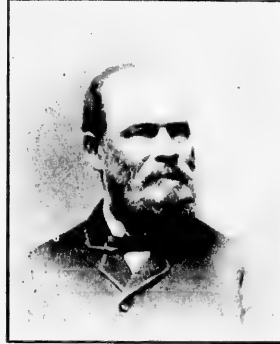
MR. ALFRED BICKERTON EVANS, member of the Montreal Drug House of Evans & Sons, Limited, with headquarters in Liverpool, England, was born in the latter city in 1864. He was educated at Harrow and Shrewsbury schools, and after leaving the latter institution he entered the employ of his father's firm in 1881. Four years later he came to Montreal to look after the city and is now Managing Director of the latter House. He has shown a great ability in looking after the extensive business interests of his house and there are few men so young (he being but twenty-nine years of age) who could have taken such an important position on their own done throughout the Dominion simply enormous, and their year. It extends throughout the Dominion, the Montreal branch alone employing over a dozen travellers. So rapid has been the increase in the trade necessary to establish a branch house in Toronto, which has proved of the greatest service in supplying the numerous customers of this firm that it was found alone in Western Ontario. This branch is under the management of Mr. Waterhouse, whose ability and energy have development of the western business. Mr. Evans has been a member of the Board of Trade since his arrival in Montreal. He is also a member of the St. George's Society, St. James and City Clubs Montreal, and the Reform Club, Liverpool, England. In politics he is a Liberal.



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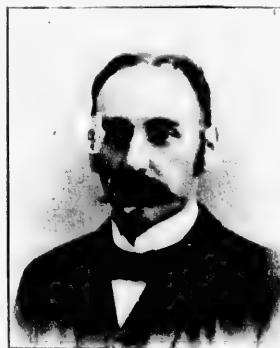
## LOUIS ALLARD

Mr. LOUIS ALLARD, who will always be remembered in Montreal as the builder of our fine Post-Office, as well as for many other public works which have gone so far to beautify our city, is a native of St. François-du-Lac, in which place he was born in the year 1834. Early in life Mr. Allard began business as a contractor and carried out some very extensive works both in Canada and the United States with great credit to himself and satisfaction to all concerned. During the latter date he came to Montreal and has since resided in this city. He has been one of the leading contractors in Canada, skill in carrying out any work being equalled by any of his up his residence in Montreal. He has taken an active interest in civic affairs, and for several years represented St. James Ward in the City Council, and it was mainly through his efforts that abattoirs were established without cost to the city. He has been a member of the Board of Trade, since 1887, and has contributed largely by his energy and ability to forward many of the enterprises undertaken by that body. He is a Justice of the Peace for this Province, and was for several years Vice-President of the St. Jean Baptiste Society. In politics he is a Conservative, and was one of the staunchest supporters of the late Sir John A. Macdonald and Sir George E. Cartier, the two eminent statesmen that Mr. Allard thinks have done so much for the Dominion of Canada and her people.



## GEORGE HADRILL, SECRETARY BOARD OF TRADE.

It is almost needless to say that among the members and officers of the Board of Trade and Corn Exchange, one of the most prominent and best known is the obliging and energetic secretary, Mr. GEORGE HADRILL. His courtesy and attention on all occasions when any information is required by any one, whether a member or not, is proverbial, and the able manner in which duties that fall to his lot, confidence of the members of the Board, with whom he has appointment to the secretary, who is now in his forty-fifth year, and educated at England, and has remained in Montreal since that date. He came to Canada in 1874, two years absence in England, with whom he remained. In 1877 he entered the mercantile business, and was with a large business house in London, until his coming to Canada. In 1880, on the resignation of the late secretary, he was unanimously elected to the position, and he still continues to hold it. The magnificent presentation made to him on the occasion of his marriage recently, is ample proof of the esteem in which he is held by the Council and members of the Board of Trade with whom he has always been on terms of the most cordial nature.



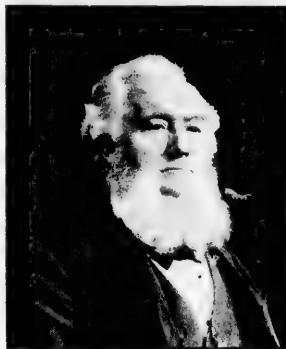
he discharges the arduous duties of the office with the entire satisfaction of the Councils, past and present. Mr. Hadrill, who has been in contact since his ship in 1886. Mr. Hadrill, year, was born in London, Dr. Pincher's school there, and, with the exception of land, has been a resident in His first commercial experience was in London, England, until his coming to Canada. He was appointed assistant-secretary of the Board of Trade with such ability and promise, that he has been able to fill the onerous position that

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## GEORGE GRAHAM &amp; SON.

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Mr. GEORGE GRAHAM, who until quite recently was proprietor of the old-established grocery house bearing his name and situated on Victoria Square, is a native Canadian. He was born in the parish of St. Mitchell's on the Island of Montreal in the year 1827. During the early part of his life he was engaged in farming operations, devoting himself to the improvement of the family property, but having a natural bent for business, he entered the store of his father who produce business. In this years as assistant to his farmer and land-owner. In thinking that Montreal business, came to this city establishment on Victoria many years, been one of By dint of untiring energy he raised it to one of the city, doing a most extensive best class of customers. tion of his business, taken Graham, into the concern the business. The latter like his father, a thorough promise of a future brilliant time ago Mr. Graham found more commodious premises where most of his patrons



MR. GEORGE GRAHAM.

secured the magnificent new store at the corner of St. Catherine and Drummond streets. Mr. Graham has been a member of the Board of Trade for the past two years and, since he joined, has taken an active interest in the affairs of that institution. He is also a member of the St. Andrew's and Caledonian Societies, to both of which he has for many years been a liberal donor and his ordinary business he several enterprises to which his time and in the man- an active part. He is con- Protestant Cemetery Trust of the most prominent Grocers' Guild, which was He was appointed a Justice and district of Montreal of the best known business gained a multitude of upright and honest dealings of the circumstances of all in contact. As a success- long residence in this city may well feel proud of, be- ward any project that tends commerce of the com- ada. In politics he is a



MR. ALEXANDER F. GRAHAM.

Mr. ALEXANDER F. GRAHAM, son of the foregoing gentleman and an active worker with him in his business was born in the city of Montreal in the year 1863. He was educated at the British and Canadian school here and started business in his father's establish- ment in the year 1877. He has since then continued with the latter up to the present time. He advanced to the managership of the business some time ago. Mr. A. F. Graham has been a member of the Board of Trade since 1890.

was proprietor of a large he was engaged for some father who was also a large the year 1862, Mr. Graham, afforded greater scope for and founded the grocery Square, which has, for so the land-marks of Montreal. and attention to business foremost of its kind in the and thriving trade with the He has, since the founda- his eldest son, Mr. A. F. with an active interest in has proved himself to be, business man, and gives commercial career. A short it necessary to remove to and nearer the centre of reside, and he therefore

firm supporter. Outside has become associated with he devotes a good deal of agement of which he takes nected with thh Montreal Company, and is also one members of the Retail established some years ago. of the Peace for the city some time ago, and is one men in the city. He has friends for himself by his and his kind consideration those with whom he comes ful business man during his he is one that Montreal ing ever ready to help for- to develop the trade and mercial metropolis of Can- Conservative.

## LOUIS WILFRED TELMOSSE.

MR. LOUIS WILFRED TELMOSSE, proprietor of the Wholesale Grocery Establishment bearing his name, is a native of St. Esprit, P.Q., where he was born in 1836. He was educated at the Christian Brothers' Schools, and at the age of fourteen started business in Montreal, entering the employ of Mr. Michel Bourbonniere, retail grocer. He remained for one year with this house, then entering the establishment of Louis Lemay, retail grocer. He next became associated with John Macdonald, wholesale grocer. In 1854 he learned the joiners trade, and served an apprenticeship to that industry however, in 1857 he returned and became connected with Messrs. Villeneuve and La Caille, wholesale grocers. He continued with this firm for ten years. In 1867 he commenced the wholesale business on his own account under the title of Gaucher and Telmosse. For twenty-five years the firm carried on a very extensive trade throughout the Dominion. In 1892, however, Mr. Gaucher assumed the entire control and during that time did a score of the business. He has since continued to prosper in every way, and his house bears an excellent reputation for being one of the most reliable establishments of its kind. Mr. Telmosse joined the Board of Trade in the year 1880. He is also a member of the Dominion Wholesale Grocers Association, and belongs to the St. Jean Baptiste Society, and the Société des Artisans Canadiens Français.



## JOHN LEE &amp; CO.

JOHN LEE. JOHN CHESSEY MURRAY.

The firm of John Lee & Co. is one of the best known in Montreal, and especially to every one in the shipping trade. Mr. Lee, the senior partner, and founder of the firm, was born in Kilrush, County Clare, Ireland, in 1826, and arrived in Canada in 1829, with his parents, who settled in Prescott Co. He received his education at L'Orignal, Ont., and finally settled in Montreal in 1845, where he was apprenticed to Mr. John Wiseman, afterwards in the service of the Grand Trunk for some years, and in 1864 commenced the present business of ship lining and fitting. He was fourteen years in the Council of Montreal, he represented the St. Jean Baptiste Ward in Council for three years. He has been a member of the Board of Trade for the past five years, and in politics is a Conservative.

Mr. John Chessey Murray, partner in the firm, was born in L'Orignal, Ont., in 1853, and was educated at the Grammar School there. In 1870 he came to Montreal, and joined the firm of Lee, Brady & Co., of which he afterwards became manager. He is well-known to all the cattle shippers, and has the supervision of fitting up the cattle stalls on nearly every steamer that sails from this port, and it is safe to say that he never fails to give satisfaction. He has been a member of the Board of Trade since 1888, and in politics is a "first-class true-blue Conservative."



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FRANK J. HART, HART & TUCKWELL.

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Mr. FRANK J. HART, senior partner in the firm of Hart & Tuckwell, Wholesale Fruit Dealers, is perhaps the most prominent figure in that trade in the Dominion. He is a native of Montreal where he was born in 1852, and received his education at the Christian Brothers school. His first business training was in the firm of Baird & Crawford, with whom he served for some years. He succeeded his father in the present business in 1880 and since then his career has been one of unqualified success. Mr. Hart was the means of first bringing fruit vessels direct to Montreal after working hard for this during five years. This has made Montreal the greatest distributing point for oranges and lemons imported from the Mediterranean and the East, and in this special line his firm deal very extensively. In addition to their very large exporters of Canadian and United States grown fruit to Great Britain. Mr. Hart has frequently been offered nominations for posts and civic, and was strongly urged to contest the St. Lawrence ward at the last civic election. These he has declined. He has been a member of the Board of pressure of business. Board of Trade for the past twelve years and was unanimously selected by the fruit merchants in the city to represent their interests in the Council of that institution, and was elected to the council in February last. In politics he is thoroughly Conservative and is a member of the Council of the Junior Conservative Association.



WILLIAM B. POWELL.

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Mr. WILLIAM B. POWELL, Manager in Montreal for the Great North Western Telegraph Company, was elected a member of the Board of Trade in 1892. He is a comparatively young man to hold such an important and responsible position, in which, nevertheless, he has proved himself to be a thoroughly competent official. He was born in Montreal, July 1855, and is seven years of age. He received his education at the McGill Normal School, the service of the Montreal Pioneer establishment of Canada. After departments he was appointed he occupied for a number of Company's lines were taken Western, Mr. Powell was at Montreal, and subsequently of Manager. His business have been of marked advancement, as since he has he has greatly improved the steadily increasing. All the unison with each other, and comments in the press and elsewhere on the quickness and accuracy of the way in which messages and despatches are delivered by this company. Mr. Powell has the advantage of both youth and experience, and he may be expected to take an active part in the business affairs of Montreal in the near future.



is consequently only thirty-three years. He received his early education at and when quite young entered the Telegraph Company, which ment of its kind in the D-passing through the various ed Cashier, which position years. When the Montreal over by the Great North appointed Assistant Manager ly was promoted to the posi- ness experience and activity tage to the company whom occupied his present position service and the business is departments are in thorough there have been very favorable

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## CHARLES HENRY WALTERS, PRIVATE BANKER AND GENERAL MERCHANT.

MR. WALTERS, who is one of the best known financiers and leading business men in Montreal, is a native Canadian, and was educated at the Model School, Montreal. He commenced his commercial career with Cuvillier & Co., who for many years occupied the "Cuvillier Block" upon the of Trade building is now a partner in the firm, and partner (the late Maurice commenced business on his been identified with a num- and was a Director and one the City Omnibus Company Refining Company. He was Douglas & Co., attempted the and glass bottles. He also Roxton Falls. Mr. Walters North American Phosphate "The Investment Co.," Mon- Justice of the Peace in 1874, George's Society and Past No. 1 A.F. & A.M. He has of Trade since 1861. Mr. Walters is also a Director and one of the original promoters of the Gaspesia Railway Co., which has just been chartered by the Quebec Government, and is to run from St. Octave de Matis to Gaspé Basin. This is the short line which it is stated will bring the mails 11½ hours earlier than by any of the present routes.

In politics Mr. Walters is a Conservative.



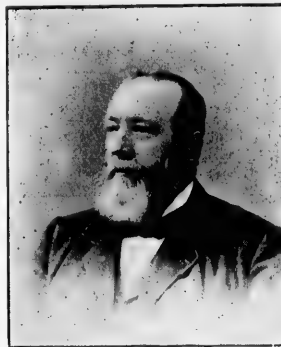
ground of which the Board erected. In 1868 he became in 1878, when the senior Cuvillier) retired, Mr. Walters own account. He has long ber of industrial enterprises, of the original promoters of and the Montreal Petroleum one of the first who, with John manufacture of lamp chimnies carried on a Lumber Mill at is now President of "The Co.," and is also Manager of treat. He was appointed a is an active member of St. Master of Antiquity Lodge been a member of the Board

Mr. J. of one of received hi St. Cathar Company, four years filling the that term these gent wholesale and for s thriving bu solve part terests of tinued to c since been large trad Dominion tion of be shrewd in kindly com ers. He l with the C Jean Bapti Club. In

## STEWART MUNN &amp; Co., GENERAL COMMISSION MERCHANTS.

MR. STEWART MUNN, senior partner in the firm of Stewart Munn & Co., General Commission Merchants and Wholesale Provision Exporters, is a native of Rothesay, Scotland, where he was born in 1836. At the age of twenty he emigrated to Newfoundland and there entered into business as a receiver and exporter of fish and oil. In 1873 he came to Montreal and established firm is to-day well known on one of the most enterprising has been connected with the years, and is also a member ciation.

MR. WILLIAM A. MUNN, is the son of R. S. Munn, of the well known firm of Grace, Newfoundland. He and was sent to Edinburgh, cation, and remained there to Canada and joined his period of five years he re- capacity of clerk, after which in the business. He has oughly competent business carrying out his numerous and responsible duties. He joined the Board of Trade in 1885, and is also a member of the Corn Exchange. Mr. W. A. Munn is a member of the Victoria Rifles and also of the M.A.A.A. In politics he is a Conservative, but does not make himself prominent in party affairs.



the junior partner in the firm, senior partner and manager John Munn & Co., Harbour was born in Harbour Grace Scotland, to receive his edu- until 1881, when he returned uncle in Montreal. For a mained with the firm in the he was admitted as partner shown himself to be a thor- man and most energetic in

Mr. Esq., is 1827. H went thro first B.A. 1849, and He was a the reputa City of M clients. C. Abbott. was enga occupied several o was com his conne law since became Mulholla min Brew nately be which ov capacity. to all citi of the ci

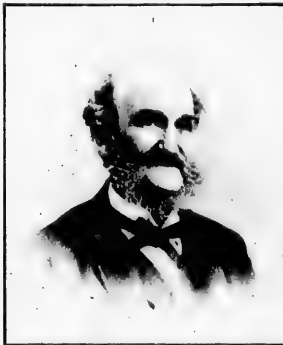
JOSEPH QUINTAL.

Mr. Joseph Quintal, as his name implies, is a native of this province and a descendant of one of the old pioneer French families who settled here in the seventeenth century. He received his education at the Catholic Commercial Academy of Montreal, situated then on St. Catherine Street. At the age of nineteen he entered the employ of George McBean & Company, wholesale grain four years in the employ of filling the position of book-keeper that term he formed a partnership with these gentlemen established wholesale dealers in grain, and for several years continuing business. Recently solve partnership, and Mr. Quintal's interests of his former association continued to carry on the affairs since been not less successful large trade, not only in the Dominion generally. He has been of being a merchant of shrewd in the affairs of business kindly consideration for the interests. He became a member of the Board of Trade in 1886, and is principally identified with the Corn Exchange section of that institution. He is also connected with the St. Jean Baptiste Society and the C. M. B. A., and is a member of Le Canadien Snow Shoe Club. In politics he is a Conservative.



J. C. BAKER.

Mr. J. C. BAKER, Managing Executor of the Estate of the late William Workman, Esq., is a native of Dunham, Missisquoi County, P.Q., and was born in the year 1827. He received his education at the Lennoxville College, in which institution he went through a most brilliant course of study, and graduated with credit, being the first B.A. of that College. He came to Montreal in 1849, and studied law in the office of the late Sir John Rose. He was admitted to practice in 1851, and soon established the most able lawyers in the City of Montreal, drawing to himself a large number of clients. Two years later he became partner of Sir John J. Abbott. During his connection with this gentleman he was engaged in some of the most important cases which occupied the attention of the Courts at the time, and on several occasions he greatly distinguished himself, and was complimented from the Bench. In 1859 he severed his connection with Sir John J. Abbott, and has not practiced law since. He next turned his attention to trade, and became a partner in the Mulholland and Baker. Upon the death of the late Benjamin Brewster, formerly senior partner, the house unfortunately became insolvent, and which overtook the trade of the country in 1877. Since then he has acted in his present capacity. He has been a member of the Board of Trade for several years, and is well-known to all citizens of Montreal for the interest he has always evinced in the welfare of the trade of the city.



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## C. ALFRED CHOUILLOU, GENERAL FRENCH AGENCY.

Mr. C. ALFRED CHOUILLOU, General French Agency, is to be credited with quite a new departure from the ordinary routine of Canadian business since his arrival in Montreal a little over six years ago. He is a native of France and resided there until 1887. After establishing an extensive business as Manufacturer's Agent for a number of firms in Paris, Bordeaux, Marseilles and he came to Canada. With portion of the people in the French origin he settled in agency for the supply of products has developed a business that position in the trade of creasing every year. This importation of Wines, Chemicals, Hardware, Patent greatest difficulties Mr. with, at the outset, was the firms to enter into export domitable pluck and perthis. His business in Canada and that it is thoroughly ap-Mercantile Community is has since been elected president of the French Chamber of Commerce. Mr. Chouillou is looked upon as a progressive and popular man of business and holds a high position in Montreal society. He has been a member of the Board of Trade for a number of years and in politics inclines to the Liberal side.



several other business centres the knowledge that a large Province of Quebec were of Montreal and established an ducts purely French. He already holds a prominent Canada and is steadily includes among others the Liquors, Silks, Woollens, Medicines, etc. One of the Chouillou had to contend inherent timidity of French business, but, by his in-severance he has overcome is now "*un fait accompli*," preciated by the Montreal shewn by the fact that he

## ALD. THOMAS CONROY.

ALD. THOMAS CONROY is a native Montrealer, having been born in this city in 1838 of Irish parents, who were among the oldest residents in St. Ann's ward where they settled on arriving here in 1822. During the early years of his life Ald. Conroy was apprenticed and served his time with E. Gilbert, of the Beaver Foundry. Leaving Montreal in 1860 the following twelve months were ing to this city, at the end of business that of general store up to a few years ago with was formerly a member of Regiment and was, on the the Prince of Wales to Can-Bridge, a member of the out to meet his Royal High-tor of the Irish Mutual Ben-years, and always took a He has been Alderman for Council for a number of years of the Water Committee, one tions in connection with our filled that position for the tional ability. Ald. Conroy Board of Trade in 1887, and in politics is independent of either party, believing only in honest Government. As an Alderman Mr. Conroy's course in the Council has been such as to meet the approval of the citizens, which is evidenced by the fact that he is one of its oldest members.



1861, he took up his father's keeping, which he conducted singular tact and ability. He No. 1 Co. Prince of Wales occasion of the first visit of ada to open the Victoria Guard of Honor which turned ness. He was also a direc-evolent Society for many great interest in its affairs. St. Ann's Ward in the City and is at present Chairman of the most important posi-city government, and has last three years with excep-became a member of the

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DUMONT LAVIOLETTE (J. L. CASSIDY & Co.)

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MR. DUMONT LAVIOLETTE, of the firm of John L. Cassidy & Co., Wholesale China, Crockery and Glassware Merchants, was born in St. Jerome, P.Q., in 1851, and educated at the college of St. Therese for his classical course where he received a diploma of the highest merit. He took his commercial course at Masson college, Terrebonne, P.Q., and came to Montreal in 1870, as customs' clerk in the firm acquitted himself well in their tion of being a man of great observer of the variations in have stood well to him when sibilities. A few years later with Messrs. Piche & Tisdale, Wholesale Hard- ducted the business of this years. This field of opera- 1886, joined the firm of John manager of the house of By his able assistance he has trade of the establishment largest and best assorted of Mr. Laviolette is a Director and has distinguished himself as being an able financier. He is a prominent member of St. Jean Baptiste Society and has been a member of the Board of Trade since 1887. In politics Mr. Laviolette is a Conservative. He also takes a great interest in St. Vincent de Paul Society and other kindred institutions.



commencing his business life of D. Masson & Co. He employ gaining the reputa- business ability and a keen markets, characteristics which discharging heavier respon- he entered into partnership dale, as Piche, Laviolette & ware Merchants, and con- firm with success for many tion being too limited, he in L. Cassidy & Co. as financial which he is now a partner. done much to increase the which is now considered the the kind in the Dominion. of the Jacques Cartier Bank

FLAVIEN JOSEPH GRANGER, BOOKSELLER AND STATIONER.

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MR. FLAVIEN JOSEPH GRANGER, senior partner in the firm of Granger Frères, Whole- sale and Retail Booksellers and Mercantile Stationers, is a native of St. Anne des Plaines, P.Q., where he was born in 1857. He was educated at the Masson College, Terrebonne, P.Q., and came to Montreal in 1872, where he commenced his commercial career as book- keeper with Chapleau & La- tioners, and in 1881 took up the firm of Cadieux & De- vicz with the latter he com- account and in a very short a thriving trade that now Canadian publishing firms. chief promoter in Montreal of in most European capitals by of circulating numerous logy, art, science and litera- otherwise difficult for the Mr. A. A. Granger was ad- of Granger Brothers to man- ment. The firm supply liter- of the clergy and school- educational institutions in the is a member of the Chambre du Commerce Française and official correspondent to French reviews on books published in Canada. He joined the Board of Trade in 1887 and in politics is an Independent, believing rather in the merits of the platform of a political party than in the party itself.



belle, Booksellers and Sta- the position of chief clerk in rome. After four years ser- menced business on his own time succeeded in building up holds a high rank among Mr. Granger has been the the exchange system in vogue which he has been the means works on philosophy, theo- ture that it would have been readers to obtain. In 1891 mitted a partner into the firm age the wholesale depart- ary works to a large number books, etc., to most of the country. Mr. F. J. Granger

## FARQUHAR ROBERTSON, COAL MERCHANT.

MR. FARQUHAR ROBERTSON, Importer and dealer in coal, wood, and foundry Coke, is a native Canadian. He is of Scottish parents and was born in Glengarry, Ont., in 1850, and received his education at the Grammar School of Williamstown, Ont. He came to Montreal in 1875, to manage the business of Mr. M. McLennan, who was at that time largely engaged in the lumber trade. Mr. McLennan for a little decided on commencing business as importer and dealer in coal and since then Mr. Robertson known men in the trade in building up a thriving and well known to thousands of his customers he supplies in this cold climate during mercantile circles he is much known and integrity in all his dealings. He is a member of the St. Andrew's and Caledonian Societies, the Horticultural Society, Montreal Hunt and Metropolitan Clubs, Life Governor of the Montreal General Hospital, and treasurer of the Junior Conservative Club. He joined the Board of Trade in 1877, and in politics is of course Conservative.

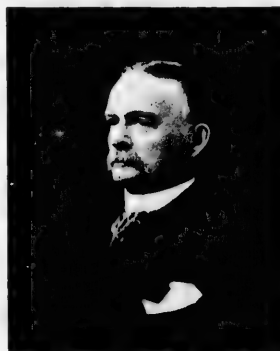


He remained with over four years when he went on his own account as a coal and wood merchant. This was in 1879 and has been one of the best in Montreal, and has succeeded in an extensive business. He is a householder to whom as well as with the fuel, so necessary during the winter season. In commerce he is esteemed for his upright and honest dealings, and is also a social world. He is sole agent for the sale of foundry and iron from Rochester and Pittsburgh sales agent at Montreal and Pacific and several other branches.

MR. D. General C. St. Mary now a member. In 1871 he remained in the trade which has been a leading business in the city, as it is, and has been a member of the Board of Trade since January, 1877, and in politics is of course Conservative.

## HON. SENATOR DRUMMOND.

HON. SENATOR DRUMMOND, one of the best known men of Montreal is a native of Edinburgh, Scotland. He came to Montreal in 1854, his first business position being that of Superintendent of the Canada Sugar Refinery, of which he eventually became President. In addition to this he is interested in a number of other industrial and commercial enterprises, being vice-president of the Bank of Montreal, and either president or vice-president of several large companies engaged in mining, manufacturing, etc. Apart from this he is a discriminating patron of the fine arts and possesses one of the finest collections of paintings in Canada. Mr. Drummond was called to the Senate in 1888, his appointment at the time being a great satisfaction. He was President of the Board of Trade during 1886-7-8 and question affecting the commerce of the city was the subject of his attention. He was mainly instrumental in securing a grant from Parliament for the improvement of the harbour, and secured the adoption of the plan now being carried out. It is noteworthy that the membership of the Board of Trade rose from 235 to 1,287 during Mr. Drummond's term of office as president.



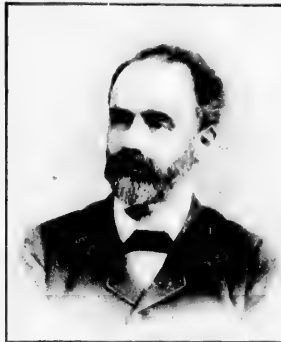
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## DAMASE MASSON, (D. MASSON &amp; Co.)

MR. DAMASE MASSON, junior partner in the firm of D. Masson & Co., Importers and General Commission Merchants, Montreal, was born in this city in 1845, and educated at St. Mary's College here. He received his early business training in the firm of which he is now a member, and which had been established by his father more than half a century ago.

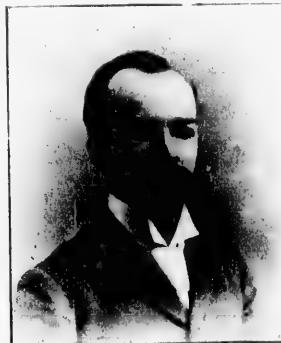
In 1871 Mr. Masson became a partner in the firm and has remained in it ever since. He has taken an active share in the firm which has made rapid strides, leading Import trades in Canada, as it does, to nearly all the Provinces of the Dominion, and the Lower Provinces of Ontario, and gives constant travelling. Mr. Masson is a man of business ability, and is highly respected in all social circles for his uprightness and integrity in his dealings with all who come in contact with him, as well as for his kind and genial disposition. He has been a member of the Board of Trade of the Province of Quebec, and has always evinced a lively interest in the welfare of the Province. He is thoroughly Independent, and has often been actively engaged in election matters. In January, 1892, Mr. Masson was summoned by Hon A. R. Angers (the Lieutenant-Governor of the Province of Quebec), as one of the Royal Commissioners to investigate into the Mercier administration.



During that time he has been a partner in the firm and has taken an active share in the firm which has made rapid strides, leading Import trades in Canada, as it does, to nearly all the Provinces of the Dominion, and the Lower Provinces of Ontario, and gives constant travelling. Mr. Masson is a man of business ability, and is highly respected in all social circles for his uprightness and integrity in his dealings with all who come in contact with him, as well as for his kind and genial disposition. He has been a member of the Board of Trade of the Province of Quebec, and has always evinced a lively interest in the welfare of the Province. He is thoroughly Independent, and has often been actively engaged in election matters. In January, 1892, Mr. Masson was summoned by Hon A. R. Angers (the Lieutenant-Governor of the Province of Quebec), as one of the Royal Commissioners to investigate into the Mercier administration.

## G. A. IRWIN, ASSISTANT SECRETARY BOARD OF TRADE.

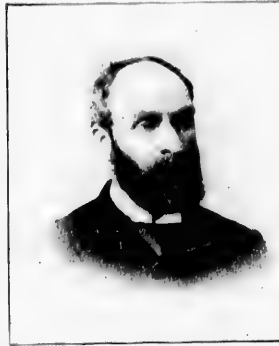
MR. GEORGE A. IRWIN, so well known to every one who visits the Board of Trade and Corn Exchange, is a native Canadian having been born in Kingsbury, Province of Quebec, in the year 1868. He received his education at St. Francis College, Richmond, Quebec, and after finishing his collegiate course he came to Montreal in 1884. His first introduction to the world of business was in connection with the Board of Trade, the service after his arrival in this city ever since. From a junior position he steadily worked his way up until, in 1891, he was appointed Assistant Secretary to the Board, which position he still holds. At the time the appointment was made it was very popular among the members and the subject of our sketch has since then the popularity of increased. His strict attention coupled with a kind and for him hosts of friends both Board and the public, with into daily contact. While the were being made for the erection of that edifice, Mr. detail work to attend to beyond these were carried out in his usual quiet and unassuming manner to the satisfaction of all concerned. To the citizens of Montreal and visitors from afar it is a pleasant visit through the new building with Mr. Irwin as guide. He is so thoroughly conversant with everything worth seeing that he makes the visit both entertaining and instructive.



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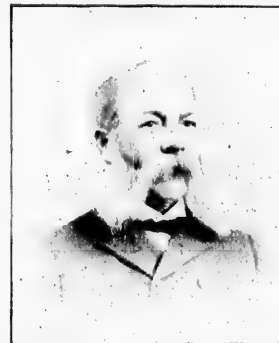
## ERIC MANN, ARCHITECT.

MR. ERIC MANN, who for nearly twenty years past has been one of the most prominent among the many architects for which Montreal has been notable, is a native of Scotland. He was born in the classic city of Edinburgh in 1847, and received his education in the Royal High School in that city. After a few years of professional experience in his native country he decided to look exercise his capabilities and He at once settled in Montreal. In the following professional career in this country the time he has been in Montreal has been succeeded in establishing a connection among the numerous who are daily in need of Mr. Mann's. Many edifices Montreal testify to his architectural ability, and he has also designed a number of suburban residences for some little distance from the city. In social circles he is much esteemed, and is a prominent member of several societies in the city, in which he takes an active interest. He has been a member of the Board of Trade since the amalgamation of that Body with the Corn Exchange in 1887, and has always taken a lively interest in everything tending towards the development of Montreal as the commercial centre of Canada. In politics he is a Conservative but is by no means a partisan of any political party.



## JOHN HENRY WILSON, HARDWARE MERCHANT.

MR. JOHN HENRY WILSON, Hardware Merchant, is a descendant of one of the oldest British families in Canada. One of his forefathers was Alexander Lawrence Wilson who was sent to Coteau du Lac at the time of the conquest to protect the interests of England in that section. The father of the subject of this sketch, Adam Wilson, was himself captain in the regiment of Vaudreuil under Lord Cathcart. Mr. John Henry Wilson was born in the county of Vaudreuil, and is now fifty-two years of age. After finishing his preliminary school education, the store of his brother, he remained for five years in this time he was perfecting the night schools. In 1859 he successively employed in the & Co., Letourneux and R. where displaying the same business, and unflinching integrity for him in the confidence It was in 1869 that Mr. Wilson name and with but a rience and unflinching energy now at the head of a hand- largely for the relief of the poor. His generosity has even been set, by Archbishop Fabre, in a public letter, as one of the best examples which could be offered to the faithful. Mr. Wilson joined the Board of Trade in 1887 and takes a lively interest in its proceedings. In politics he is a Conservative.





# CHARLES LACAILLE.

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MR. CHARLES LACAILLE, sole proprietor of the firm of Charles Lacaille & Co., Wholesale Grocers and Importers, is a native Canadian, having been born in Boucherville, in the Province of Quebec, and is now in his sixty-sixth year. He was educated in his native place, and after leaving school continued with his father, whom he assisted on the farm, until he was seventeen years entering into some business, he has since resided. This mence- ment in the com- mercial firm in the city where he years later he determined himself and formed a part- nership under the style of Vil- this he continued until 1878 tor, and since then the busi- ness under the name of Chas. La- caille & Co. intervening period he has large and flourishing trade. St. Jean Baptiste Society and the "Chambre du Com- merce" of the Banque du Peuple financial and commercial in- terest of which he takes an active part. He joined the Board of Trade ten years ago, and is an active member of the Wholesale Grocers' Association in connection with that corporation, and always ready to support any project to advance the commerce of Montreal. In politics Mr. Lacaille is a Conservative.



of age, when he decided upon and came to Montreal where was in 1845 and his first com- mercial world was with a grocery learned the business. Ten years upon going into business for partnership with Mr. N. Ville- leneuve, Lacaille & Co. In when he became sole proprie- tary has been conducted un- der the name of Lacaille & Co., and during the succeeded in building up a business. He is a prominent member of was one of the founders of the "Chambre du Commerce," He is also a direc- tor and interested in several other institutions in the management

# WALTER PAUL.

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its proceedings.

MR. WALTER PAUL, whose place of business is situated at the corner of St. Catherine and Metcalfe streets, is one of Montreal's best-known merchants and for a long time past has been looked upon as a prominent and worthy citizen. He has been connected with the grocery trade for over a quarter of a century and for the past 14 years has been doing retail businesses in the city. This has been steadily built up by strict attention to and his numerous customers and success has been his own the details necessary for kind. Notwithstanding this devote to several benevolent and works with which his the charitable institutions in receive donations from him name has become a house- and needy. Mr. Paul is a and as a matter of course his strictly temperance prin- ciple of everything he deals been asked to allow himself his friends, for several posts of honor in the city, and has time and again been urged to enter the City Council, but has always declined, owing to the pressing nature of his business. In politics Mr. Paul is an Independent Conservative and has been a member of the Board of Trade since 1887.



tail businesses in the city. up by strict attention to and his numerous customers and success has been his own the details necessary for kind. Notwithstanding this devote to several benevolent and works with which his the charitable institutions in receive donations from him name has become a house- and needy. Mr. Paul is a and as a matter of course his strictly temperance prin- ciple of everything he deals been asked to allow himself his friends, for several posts



## WM. CLENDINNENG &amp; SON, MANUFACTURERS.

The firm of WM. CLENDINNENG & SON, whose offices and extensive works are situated on William street, is well known throughout Canada. In nearly every household in the Dominion is to be found a stove, furnace or boiler bearing the name of the firm which may truly be said to have become a household word in the strictest sense of the term. Outside of their railway and contractors castings, their balconies, railway crestring, funnels, etc., are met with everywhere in Canada and not the least important item in their manufactures is that of drain and gas pipes, which they turn out in enormous quantities and in sizes varying from one to six inches in diameter. This branch of the business is carried on under the title of the Canada Pipe and Foundry Company, the only firm in the Dominion that manufactures the large sized pipes mentioned above. The Messrs. Clendinneng were founders of this company and are by far the largest shareholders in the concern, in addition to having the control of the management.

MR. WM. CLENDINNENG, senior, the head of the firm, is one of Montreal's truly representative business men. Few of the old residents in this city have led a more active and busy life and fewer still have had such marked success. He has been born in the town of Cavan in Ireland in the year 1815. He came to Canada early years of age when he at once entered the office of the capacity of clerk and after partnership. As his enterprise developed, his enterprise it, and in a few years going into business on this step was a judiciously fully justified by the phenomenon attended all his undertakings energy and ability he has flourishing business, second though it has already attained it is still steadily in firm gives employment to a marked feature in the Clendinneng is the deep interest he takes in the welfare of his employes, old and young. Many of the older hands in the establishment have been led to live a useful and honorable life through his influence, and he watches with a fatherly care over the younger ones who are employed in his works. In civic matters he has taken a very prominent part for over twenty years past, and as a member of the Finance Committee has been instrumental in passing several measures that have been very beneficial to the interests of the city. In 1860 he was entrusted (with Ald. Hurteau) with the floating of a civic loan in England, which was successfully carried out, and since then has taken an active part in the negotiation of further loans at home and abroad. Mr. Clendinneng represents St. Antoine Ward in the City Council.



WM. CLENDINNENG, SR.

MR. WM. CLENDINNENG, JR., the other partner in the firm, is well known as one of the ablest and most energetic young business men in Montreal and for some time past has had the practical management of the business, and much of the success attained by the firm is due to the great ability and energy he has displayed. He is president of the Canada Pipe and Foundry Co., and bids fair to become one of the leading men of the city. Mr. Clendinneng, Jr., is a native Canadian having been born in this city and educated here. He received his business training in the firm of which he is now a member, and it is safe to say that few of the rising generation have either had greater opportunities or have taken care to avail themselves of the same as the gentleman referred to. In the supervision of the large manufacturing concern owned by the firm, Mr. Clendinneng has shown marked ability. He has been a member of the Board of Trade for several years.

their efforts crowned with is a native of Ireland, having been born in the year 1833. In life, being only fourteen years of age when he arrived in Montreal. In 1852 late Mr. Rodden in the a few years was taken into perience in the business more than kept pace with more he decided upon his own account. That one on his part has been menal success which has ings since then. By his built up an extensive and to none in Canada, and assumed enormous dimensions year by year. The several hundred hands, and character of Mr. Clendinneng

MR. FORTIER, a native Canadian, came to Montreal in 1878 with the intention of finishing his education. Since that time he has made his way in the world as a successful business man. He has made his money in the lumber trade, and is now one of the leading men of the city. He has been a member of the Board of Trade for several years.

JOSEPH MIZAL FORTIER, CIGAR MANUFACTURER.

MR. JOSEPH MIZAL FORTIER, the well-known Cigar Manufacturer of Montreal, is a native Canadian having been born in St. Timothy, Province of Quebec, in the year 1855. He came to Montreal when quite young and received his education at the Christian Brothers' School, afterwards graduating in the City of New York whither he had removed to finish his studies of business. He may be said to have commenced his commercial career in 1878 when he first established a factory on St. Paul street for the manufacture of cigars. Since that date his career has been one of most extraordinary success and seeing that Mr. Fortier is still comparatively young, his rapid rise in the manufacturing and commercial world is all the more to be wondered at. At present he holds one of the most prominent positions amongst the leading manufacturers in the Dominion of Canada, and this position he has made for himself and almost altogether unaided. The reason for this phenomenal success is, however, not far to look for, as Mr. Fortier is well known to possess great energy and perseverance as well as the keenest foresight. He is generally well ahead of the times and in his large purchases of raw leaf tobacco has always displayed sound judgment. The premises now occupied by him are situated at 140, 151 and 153 St. Maurice street. These have had to be extended twice within the past six years in order to meet the requirements of his rapidly increasing trade and Fortier finds it necessary to make still further large additions to his factory, which has a frontage of sixty feet with a depth of forty-seven feet. The name of Mr. Fortier is known throughout Canada and his cigars, these 'Crème de la Crème', 'Mi Rosa', 'Noisy Boys' and 'Noisy Girls' are becoming favorites with smokers, but he also makes becoming favorites with the Canadian trade in cigars he has a large stock of leaf tobacco in the United States and imports largely of this commodity into Canada. Mr. Fortier pays periodical visits to the tobacco-growing States to make personal selection of the raw leaf, and it is nothing unusual for him to purchase 30 or 40 car-loads at a time. This, it can easily be understood, involves the outlay of considerable sums of money, not only for the purchase of the leaf, but for the heavy duty imposed for the importation into Canada. The system of collecting the latter has always been unsatisfactory to the members of the Tobacco Growers' Association, and as a prominent member of this body, Mr. Fortier has devoted considerable time and trouble with a view to bring about a much needed reform in the system of collecting the Revenue referred to. As recently as February last he made special efforts in this connection to have the system altered and to impose a customs duty on all leaf tobacco coming into Canada, before it was manufactured, instead of collecting duty, as heretofore, after the leaf was made up. This is a matter of serious moment to one who deals so extensively in the commodity as Mr. Fortier, and that he has for some time been the heaviest contributor to the revenue derived from imported leaf tobacco, is shewn by his challenge in May, 1884, to S. Davis & Sons, as to who paid the largest amount of duty. It should here be mentioned that Mr. Fortier only employed twelve hands in 1878 when he started business, whereas he now employs about five hundred. This is one of the developments in manufactures in Montreal that has tended so much towards the increase in the prosperity of the city as a great manufacturing centre. It has also had a tendency towards making Mr. Fortier's name very popular, not only among manufacturers and traders, but especially among the working classes, with whom he is a general favorite. His name has been mentioned, on more than one occasion, in connection with the Mayoralty but hitherto he has not allowed himself to be put in nomination for this office. He is a member of the Board of Trade and for a number of years has been one of the most active members of the *Chambre du Commerce* having served in the council of that body.



## HENRY HOGAN.

The name of MR. HENRY HOGAN is to-day a household word, not only in the Dominion of Canada and the United States but throughout many parts of the United Kingdom and in remote districts of Her Majesty's Domains, where her soldiers have served since their long to be remembered stay in Montreal, when they enjoyed themselves under the hospitable roof of the St. Lawrence Hall. Mr. Hogan is a Canadian by birth, having been born in the town of La Tortive, P. Q., in the year 1820. His experience in the hotel business has now ranged considerably over half of a century, he having commenced work in a country hotel when only ten years of age. He came to Montreal in the year 1842 and then took the position of clerk in Tetu's Hotel, which stood opposite to where the Molson's bank is now on St. James Street. In 1851 he opened the St. Lawrence Hall (then called Hogan's Hotel) in conjunction with Messrs. Compain and Barden. Both the latter gentlemen retired early from the business and Mr. Hogan afterwards took Mr. Chas. Penn as a partner, who remained with him until 1860. The growth and great prosperity of the St. Lawrence Hall since its establishment has been so closely identified with the history of

Montreal and many of the that have figured prominently in its annals for the past half century, that to dwell on this subject would be but oft repeated repetition. Many interesting memories, many interesting memories, past. Amongst the early visitors who came to the St. Lawrence Hall might be recorded the names of Charles Dickens, the Grand Duke of the Prince of Wales, try to open the Victoria on this occasion were guests mentioned Lord Frederic Cavendish, who was afterwards foully murdered in the Phoenix during the time of the Trent brought to this country the and the Scots Fusiliers, the numbering in their ranks



distinguished personages ly in its annals for the past much on this subject would Mr. Hogan carries with him romances, as it were of the visitors who came to the St. corded the names of Charles Alexis of Russia, and the when he came to this coun- Bridge. Amongst those who at the Hall might be men- dish, who was afterwards so nix Park, Dublin. Then, affair, in 1866-1867, which Scots and Grenadier Guards officers of these regiments, some of the most distin-

guished soldiers in Her Majesty's service, made the Hall their headquarters, and for two years the chink of spur and clank of sword were the most familiar sounds to be heard throughout the Hall. There were gay scenes long to be remembered in the Hotel then. A guest night was held once a week, and on these occasions a band discoursed sweet music in the main hall and all went merry as a marriage bell. Upon leaving Canada the military carried away the most pleasant and cordial recollections of the St. Lawrence Hall and its genial proprietor. As may be gathered from the foregoing sketch Mr. Hogan is one of the oldest citizens of Montreal, and is perhaps in himself the most complete and interesting history of the city for the past half century which could be found. He has been a member of the Board of Trade for many years, and is one of the most important and influential of the gentlemen who have raised that institution to its present high standing in the commercial world. He is also connected with the principal clubs and charitable societies in the city, and has been most generous in the support of the latter institutions. He is a great favourite amongst a large circle of friends at home and abroad, who are unanimous in wishing him every joy to a green old age. His salmon fishing excursions, to the grounds he is the proprietor of, on the St. Anne Des Monts River, are among the greatest treats afforded to sportsmen who accompany him every summer, and many are the stories they have to relate of their doings when they return after each trip. In many other ways Mr. Hogan caters for the enjoyment of his friends, and seems to have an illimitable resource in this direction. During his long and successful career in this city he has become one of its largest real estate owners, and at the present time holds property of considerable value. Although he has passed the allotted span of three score years and ten, he is still to be found actively attending to business every day with a vigor and energy that many a much younger man might feel proud of.

MCINDOE & AIRD, LEATHER MERCHANTS.

F. C. A. MCINDOE.

W. D. AIRD.

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The firm of McIndoe & Aird, Wholesale Leather Dealers and Commission Merchants, is now one of the best known in that central district, Lemoine street, the place where leather merchants most do congregate. The house was established in 1881 as the firm of McIndoe & Vaughan, but ten years later was changed to that of McIndoe & Aird, Mr. Vaughan having died in the meantime and Mr. Aird being admitted as partner in 1891. Mr. F. C. A. McIndoe, the is a Montrealer having year 1850 and received his School here. In 1860, at commenced his business ploy of John Dougall & mained for some time. In enter into business on his a partnership with the late the title of McIndoe & chants. On the death of McIndoe continued to con- own personal account, but in his trade he found it partner and in 1891 he was the firm assuming the title as the house has increased extends over nearly the Canada and gives prospect in the immediate future.

all kinds and in addition to their extensive trade in the domestic article they import very largely of Foreign goods and are thus enabled to supply the ever-increasing demands of their numerous and various customers. They also deal largely in cod oil, which forms an important feature in their business. Apart from the commercial world Mr. McIndoe is a prominent member in social high esteem. He is a charitable and benevolent has for a long time taken a donian Society, of which he has been a member of the year 1887 and in politics is party but does not take any Civic or Federal.

AIRD, the other partner in Canadian, having been born thirty-three years ago. It ceived his education, and at first introduced to the world 1876, and, after a period of entered into the partnership McIndoe. In the commer- as one of the most active ness in Montreal and takes velopment of the trade of

has contributed materially during the two years of his co-partnership with Mr. McIndoe. His long and thorough business training fitted him in an eminent degree for the varied duties that fall to his share in conducting the affairs of the firm. In social and sporting circles the name of Mr. W. D. Aird has for many years been one of the most prominent in this city, and in politics he is a Liberal Conservative.

senior partner in the firm, been born in this city in the education at the Model the early age of sixteen he career by entering the em- Co., with whom he re- 1881 he, having decided to own responsibility, formed Mr. F. S. Vaughan, under Vaughan, Leather Mer- Mr. Vaughan in 1880 Mr. duct the business on his owing to the steady increase necessary to take in another joined by Mr. W. D. Aird, above. The trade done by year by year until it now whole of the Dominion of of a still further extension The firm deals in leather of

circles, where he is held in steady supporter of several institutions in the city, and great interest in the Cale- is an active member. He Board of Trade since the a supporter of the Liberal very active part in elections,

MR. WILLIAM DAVID the firm, is also a native in the city of Montreal was here also that he re- the age of sixteen he was of business. This was in fifteen years, Mr. Aird above referred to, with Mr. cial world he is well known and energetic men of busi- a deep interest in the de- the firm, towards which he



F. C. A. MCINDOE.



W. D. AIRD.

## HENRY MASON, "TRADE BULLETIN."

MR. HENRY MASON, Proprietor and Editor of the *Trade Bulletin*, Montreal, is a native of Holt, Norfolk, England. He came to America in 1870, and first joined his uncle in business in Chicago, where he remained four years when he was offered and accepted the position of Commercial Editor of the *Montreal Daily Star*. After three years he resigned to accept a similar position for five years, leaving that ment on the *Journal of Commerce*; of this engagement he decided on his own account and at once of the *Montreal Produce Bulletin* is still issued for the use of argued by the success of this started the *Trade Bulletin*, a that soon began to be recognized of the best authorities in all commercial, not only in Montreal in Chicago and other large From its earliest inception it has steadily grown in favour looked upon as an authority of Trade and Corn Exchange, has been closely connected the last eight years. Mr. Mason is fearless in his denunciation of anything detrimental to the interests of the trade and commerce of Montreal, as recent public events have proved, and in politics he is equally independent and ever ready to give his opinion on things politic, irrespective of creed or party.



## ANDREW ARCHIBALD WELSH.

MR. ANDREW ARCHIBALD WELSH, who in partnership with Mr. R. W. Rough, carries on the well-known restaurant, dining hall, and catering establishment situated on Notre Dame street, is a native of St. John's, Newfoundland, in which city he was born in the year 1853. When quite young he removed to Montreal, where eventually he entered the establishment of Messrs. Crathern & Caverhill, Hardware Merchants, in the year 1868. He remained with that firm for a large portion of that time of Toronto. While occupying very extensive business, and ing reputation as being one of the best travellers who have Dominion of Canada. Upon leaving the employ of the firm he carried with him the hearty respect of his employers, who united in wishing him the most prosperous in the new sphere proposed to enter. Since business these desires have been as successful in his faithfully carried out the in. His establishment has gained of being first-class in every respect, and is obtaining a large and ever increasing number of patrons comprising some of the best families in the city of Montreal. Mr. Welsh joined the Board of Trade in 1887, and is a regular attendant at the general meetings called to discuss the affairs of that important body.



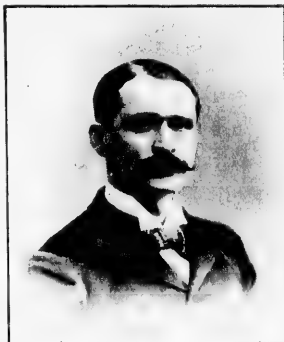
Mr. Welsh remained with that firm for a large portion of that time of Toronto. While occupying very extensive business, and ing reputation as being one of the best travellers who have Dominion of Canada. Upon leaving the employ of the firm he carried with him the hearty respect of his employers, who united in wishing him the most prosperous in the new sphere proposed to enter. Since business these desires have been as successful in his faithfully carried out the in. His establishment has gained of being first-class in every respect, and is obtaining a large and ever increasing number of patrons comprising some of the best families in the city of Montreal. Mr. Welsh joined the Board of Trade in 1887, and is a regular attendant at the general meetings called to discuss the affairs of that important body.

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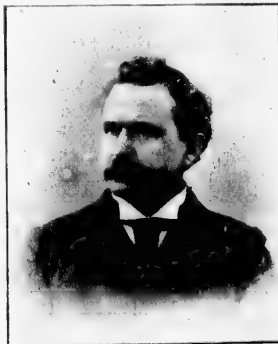
WM. McNALLY, IMPORTER OF DRAIN PIPES AND CEMENTS.

MR. WILLIAM McNALLY, the head of the firm of Wm. McNally & Co., is a native Canadian having been born in Montreal thirty-seven years ago and has resided here ever since. He received his education at the Christian Brother's School. His first business experience was as a traveller, and after spending several years on the road, during which career, he commenced business as Importer and Dealer in Drain Pipes, Cements, etc. This was in 1876 and since that time he has succeeded in building up an extensive and thriving trade second to none of its kind in the Dominion, and extending the whole of Canada being from Halifax to Vancouver, covered by his travellers, in all kinds of contractors' materials in addition to the latter being of the finest brands only that are imported. The house deals extensively in English and Scotch make Belgium and France. The house is due nearly altogether to the enterprise and energy of Mr. McNally who holds a position in the very world and is considered one of the highest authorities in his special line of business. In social circles he is much esteemed by a large number of friends and is a member of several of the leading clubs and societies in the city. He has been a member of the Board of Trade since 1885, and in politics is a true Tory, being thoroughly convinced that the Conservative policy is the best for the country.



THOMAS DOHERTY, TEA AND COFFEE IMPORTER.

MR. THOMAS DOHERTY, sole proprietor of the firm of Thomas Doherty & Co., Importers of Teas and Coffees, is a native of County Tyrone, Ireland, where he was born and educated. He came to Canada in 1862, and finally settled in Montreal, where he has established one of the largest businesses of his kind in the Dominion. His first commercial experience was as clerk after a number of years' train-determined to launch out into and established the house of his own account. From the beginning he has been steady and sure, large dimensions is proved by the fact, that last year Mr. Doherty turned over upwards of a quarter of a million dollars. Each year shows solid progress in the amount of business done, and the travel-ers of the firm now cover the whole of the Dominion where exercise of the greatest care in purchasing direct from the countries of production that he assured. With this object in view Mr. Doherty visits China and Japan regularly and purchases on the spot, he being the only merchant, with one exception in Mont-real, who visits the countries named personally for this purpose. The firm enjoys a high standing in commercial circles, Mr. Doherty being recognized as one of the most enterprising merchants in the city of Montreal. He has been a member of the Board of Trade for many years, and in politics is a Liberal.



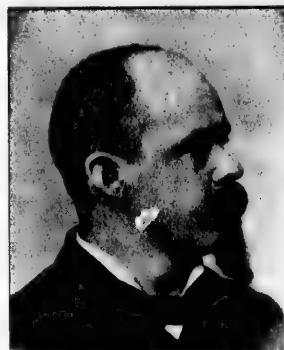
## CHARLES H. A. GRANT, (MONTREAL WATCH CASE CO.)

MR. CHARLES H. A. GRANT, Managing Director of the Montreal Watch Case Company, represents in his person one of the oldest families of the Province. Connected by family ties with the old Barons of Longueuil, whose history is told in "Montreal and some of the makers thereof;" his grandfather, the late Charles Grant, was Seigneur of Nicolet and San Gregoire. The present sketch, was born in and received his education in the completion of his studies Diamond House of Schwobed twenty-two years. The company was organized in 1887, summed the management of tion, and under the careful M.W.C. Co. has been a pro-confined its efforts to the only, and it was not long before the Company was the recognized maker, not only in Canada, but in the United States. Lately Mr. Grant's manufacture of solid silver and gold hold the front rank in their Grant has been a member of the Board of Trade since 1887 and is a thorough believer in the future of Montreal. In politics Mr. Grant is a Conservative, and during the life of the late Premier, Sir John A. Macdonald, was his warm personal friend. Although a strong supporter of the National Policy Mr. Grant takes no active part in political disputes.



## L. E. N. PRATTE, PIANO MAKER.

MR. L. E. N. PRATTE, Piano Maker and Importer of all kinds of Musical Instruments (American, European and Canadian), is a native of the Eastern Townships, where he was born thirty-nine years ago. He received his early education at the Stanford College, P.Q., and afterwards at the Nicolet College, where he finished his studies. He came to Montreal in 1874 and after in one of the leading houses business on his own account. That date Mr. Pratte has career. He has established Canada and enjoys a first priority of the instruments he agent for several of the best Organs, both home and foreign, and can have a choice that fastidious. The patronage the past few years is ample choice of a musical instrument prior of the Piano Store Mr. Pratte has been a member since 1886 and takes a lively part in the Council although pressure of business precludes the possibility of his visiting the scene of operations as frequently as he could wish. He was one of the original founders of the Chambre du Commerce and his name is attached to the original charter for the foundation of that institution.



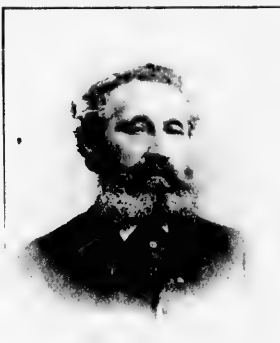
serving for a number of years in the city he commenced This was in 1878, and since had a remarkably successful a business second to none in class reputation for the superturns out. Mr. Pratte is known makers of Pianos and organs, and anyone visiting his would please even the most that he has received within proof of the high class instrument will ever regret leaving the ment to the taste of the profession. 1676 Notre Dame street. He is a member of the Board of Trade and takes an interest in all the deliberations of the Board.



CHARLES G. JONES, REAL ESTATE AGENT.

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MR. CHARLES G. JONES, one of the oldest Real Estate Agents in Montreal, is a native Canadian, having been born in this city in 1830. He is a grandson of Colonel John Jones, Montreal's first British born citizen, who first saw the light of day in Little St. James street in 1761. Colonel Jones was one of Montreal's first merchants and also took an active part in establishing the militia and then have rendered such good is an accomplished English education in the latter language in the College. In 1848 he career under Captain Lewis whom he remained for some position in a mercantile house spent several years at Broom manager of his father's estate mills there. In 1866 he left the office of the late W. A. Montreal, and the following business on his own account ever since. Mr. Jones has member of several religious and has long been known as advocate. He was the active founder of St. Bartholomew's Reformed Episcopal Church of which he is a vestryman. He has been a member of the Board of Trade for the past four years and takes a lively interest in everything tending towards the prosperity and welfare of the trade and commerce of Montreal. In politics he is an Independent Liberal.



volunteer corps that since service to the country. He and French scholar, his education being obtained at St. Hyacinthe. He afterwards commenced his commercial career in Richmond, Ont., with time, after which he filled a position in Ottawa. He afterwards Lake, Eastern Townships, as and joint proprietor of the the Townships and entered Curry, Real Estate Agent, year went into the real estate and has continued in this for years been an active and philanthropic societies a prominent temperance ad-

THOMAS J. POTTER, AUCTIONEER.

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MR. THOMAS J. POTTER, the well-known Auctioneer of Montreal, is an Englishman by birth, having first seen the light of day in the village of Bootle, near Liverpool, in 1840. At an early age he came to Canada and at first settled in Ottawa where he received his early education. Removing to Montreal he commenced his business life by joining one of the best known auctioneering firms in the city and before long became prominent as a first class salesman in public. Although somewhat diffident at first he became accustomed to the public gaze and gradually gained nerve. To-day Mr. Potter is one of the recognized auctioneers of "Triton" among the Min-commercial career in 1869 whom he remained fourteen time he started on his own enjoyed a career of great suc-cess in connection with Real Estate in which line he has conducted several of the largest sales that have been effected in Montreal. Dur-ing the past few years Mr. Potter has paid special atten-tion to the development of the fruit trade and the sales he has conducted have made Montreal the great distribut-ing point in North America for all Oriental imported fruit. The opening up of this trade has been a great boon to the people of Montreal as they can now enjoy the fruits of all climes in all seasons, and to Mr. Potter the people of Montreal are indebted for these hitherto unknown luxuries. Mr. Potter has pronounced views on things political.



firms in the city and before first class salesman in public. at first he became accustomed dually gained nerve. To-day recognized auctioneers of "Triton among the Min-commercial career in 1869 whom he remained fourteen time he started on his own enjoyed a career of great suc- been in connection with Real conducted several of the effected in Montreal. Dur-Potter has paid special atten- the fruit trade and the sales Montreal the great distribut- for all Oriental imported



## WALTER R. WONHAM, MERCHANT.

MR. WALTER R. WONHAM, one of Montreal's best known merchants, was born at Bognor, Sussex, England, in 1830 and came to Canada in 1835. In the previous year his father, a man of capital, came here with his eldest son, the late Lt.-Col. Wonham, P. L. S. and C. E., and purchased a large improved farm in Ontario.

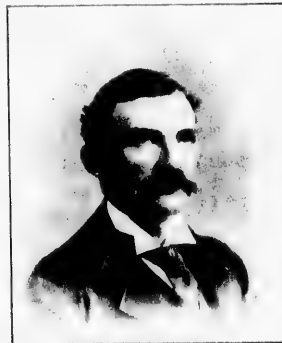
He returned to England the following year to bring out the remainder of his family. One of these was the subject of this sketch then five years old. He was educated in Upper Canada and in 1856 commenced his business career in Ontario. In 1865 he joined the old established Co., Montreal, remaining as partner until 1890 when he became sole proprietor. In the following year he took the firm of Henry Chapman & partner until 1890 when he and his eldest sons Walter C. and Percy C. B. Wonham the R. Wonham & Sons who are General Commission agents for Lloyds, London, Co., and London and German their offices being in the new Mr. Wonham joined the served in the Council from Treasurer during the years resigned was elected one of the Board of Arbitrators. He is a member of the Masonic Order and a Past Grand Master of the Manchester Union of the I. O. O. F. In politics he has always been a staunch Conservative. Mr. Wonham married a daughter of the late Claude Gouin, Esq., and niece of the Hon. Col. James Kirby of Fort Erie.



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## JAMES HENRY SMITH, LIVE STOCK AGENT.

MR. JAMES HENRY SMITH, the well known representative of John Swan & Sons, Live Stock Salesmen, Edinburgh and Glasgow, and John Giblett & Son, London, England, is undoubtedly one of the pioneers of the rapidly developing and important branch of Canadian industry, viz., the cattle trade. He was born in Fordoun, Kincardineshire, Scotland, in 1860, and commenced his commercial career at the age of seventeen years in the Edinburgh office of John Swan & Sons, one of the largest firms of Live Stock in Great Britain. After two years he came to Canada as their representative. In these days John Swan & Sons handled all the Canadian cattle shipped to the port of Glasgow. Mr. Smith at once settled in Montreal, this being the great shipping centre of Canada live stock. He was the first representative men on the other side of the Atlantic, and for nearly two years after his arrival in acting for live stock salesmen in Great Britain. Messrs. Swan & Sons have perhaps done more to further the interests of the Canadian export trade than any other firm on the other side of the Atlantic. Mr. Smith came here for the express purpose of attending to their business, and since his arrival in Canada the shipments through him have averaged more than one-quarter of the cattle exported from this country. He joined the Board of Trade early during the present year and is also a member of the Dominion Live Stock Association, and in the latter body he takes a lively interest being seldom absent from a meeting.



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## ROBERT S. WHITE, M.P.

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MR. ROBERT S. WHITE, M.P., for Cardwell, Ont., is a native Canadian, having been born in Peterboro', Ont., in the year 1850. He received his education in Hamilton, Ont., and afterwards in Montreal where he settled in 1870, and where he has since resided. He commenced his commercial career in the year 1871 when he joined the service of the old-established firm of Gault year he entered the Bank of service of that institution un- the editorial staff of the tion of commercial editor of years he was appointed assist- made editor-in-chief which capacity Mr. White has been with the public with whom himself an especial favourite. urbane manner have secured social circles and his great been recognized. This latter degree towards the success chief editor. Mr. White was ment for the electoral division ber, 1888, and still continues ency. He joined the Board of Trade in 1890, and although a comparatively young member has been of great service to the Council in connection with their negotiations with the Federal Government for anything tending towards the benefit of Montreal and its trade and commerce. In politics Mr. White is a true Conservative.



Bros. & Co. In the following Montreal and remained in the til June, 1874, when he joined *Gazette*. After filling the posi- this journal for a number of ant editor and in 1885 was position he still holds. In this brought closely in contact he has succeeded in making His genial disposition and for him hosts of friends in ability as a journalist has long has contributed in a marked of the paper of which he is elected to the Federal Parlia- of Cardwell, Ont., in Octo- to represent that constitu-

## JOHN HOOLAHAN, DOMINION GOVERNMENT IMMIGRATION AGENT, MONTREAL.

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MR. JOHN HOOLAHAN is an Irishman by birth, born in Tralee, County Kerry, Ireland, in the year 1842. He spent the earlier part of his life in his native land and was educated in the Public Schools there. He came to this country in 1857, and entered the crockery and glassware business. After some years learning he started a retail business on his own did a fairly successful trade and whilst engaged in this ment for some years in the Sheriff's Office. In 1882 he from the Dominion Govern- Mr. Daley, late Immigration had considerable experience in the inside and outside ceived an appointment in of Agriculture as special Quebec and Toronto, to of the Irish Immigrants sent well-known "Take Fund." immigration agent, a numer- taining the names of the Federal and Local Houses, ing mercantile and shipping Mr. Daley, late Immigration had considerable experience in the inside and outside ceived an appointment in of Agriculture as special Quebec and Toronto, to of the Irish Immigrants sent well-known "Take Fund." immigration agent, a numer- taining the names of the Federal and Local Houses, ing mercantile and shipping



On the death of the late ously signed petition con- city's representatives of the the City Aldermen, and lead- institutions of the city, were forwarded to the Minister of the Interior by the Honorable Solicitor General, Mr. J. J. Curran, endorsing Mr. Hoolahan's application for the position, and with what result is better known from the fact that he is now duly installed in this office. He was appointed justice of the peace in 1884.

## TERENCE FRANCIS MOORE.

Mr. TERENCE FRANCIS MOORE, Wholesale Coal and Wood Merchant of this city, and who is so well known in commercial and social circles, is a native Canadian having been born in Montreal in the year 1848. He received his education at the St. Laurent College, St. Laurent, P. Q., remaining at that institution for several years. When he had completed his course of studies real where he settled and His first experience in the capacity of clerk in the office finery with whom he reing which he received a practical knowledge of busi-commence business on his Wood Merchant and from a ning he has succeeded in having formed a large and city and throughout the He handles a considerable several of the principal Nova trade which has already assions is steadily increasing ber of the leading societies Treasurer of the I. O. O. F. to which society he has belonged for many years. He was one of the founders of the Chambre du Commerce and has done much to bring that institution up to its present high standing in the business world. He joined the Board of Trade in 1885 and in politics is a Liberal.



there he returned to Mont- where he has since resided. business world was in the of the Canada Sugar Re- mained for a few years dur- thorough experience and ness. In 1871 he decided to own account as Coal and comparatively small begin- working up a thriving trade influential connection in this Eastern Provinces of Canada. portion of the out-put of Scotian coal mines and his sumed considerable dimen- year by year. He is a mem- and clubs in the city and is

## JAMES T. SCANLAN, MANUFACTURERS' AGENT.

Mr. JAMES T. SCANLAN, Manufacturers' Agent and General Commission Broker, was born in Montreal twenty-seven years ago, and educated at Bishop's Commercial Academy here. He first commenced his commercial and business career as a clerk in the employ- ment of the Grand Trunk Railway, with which corporation he remained for several years under the tuition of Mr. Superintendent, and the late Passenger Superintendent. received a thorough business specially for the position he Agent for some of the larg- firms. Amongst these may Hoar, London, Eng. (Ful- Dumon & Co., Tournai, Portland Cement), and John (Church Bells, &c.) Since own account Mr. Scanlan has and although one of Mont- belonging to the Board of one more name to the num- made Montreal what she is metropolis of Canada. In esteemed, and has for some years been a prominent member of several athletic clubs in the city, in which he takes an active interest. He joined the Board of Trade about three years ago, and, although a young member of that institution, he has already shown an earnest desire to see Montreal take her part in the march of commercial progress.



James Stephenson, General Mr. Wm. Edgar, General Needless to say that here he training which fitted him now occupies as Canadian est European manufacturing be mentioned O'Hara & ler's Earth, Dry Colors, &c.), Belgium ("Daggar Brand" Taylor, Loughborough, Eng. commencing business on his had a most successful career, real's youngest merchants Trade, he bids fair to add ber of prominent men who to-day, the great commercial social circles he is much

HENRY HARVEY, MONTREAL "TRADE REVIEW."

of this city, and an having been Laurent College, when he had con- nected to Mont- s since resided. d was in the da Sugar Re- a few years dur- experience and 71 he decided to as Coal and y small begin- a thriving trade nnection in this nces of Canada. the out-put of mines and his derable dimen- He is a mem- the city and is years. He was bing that insti- d the Board of

MR. HENRY HARVEY, one of the best known Journalists in Montreal, and proprietor of the Montreal *Trade Review*, is a native of Montreal, where he was born in 1844. He received his early education at the High School in this city and finished his course of studies in England. Returning to Montreal he commenced his business career in 1857, with Messrs. Gault Bros., chants. Two years later he entered the field of journalism, voted himself exclusively to ence in the world of letters on the staff of which he was was afterwards successively *News*, *Le National*, *La Min-Globe* of Toronto. After a tury of varied and valued Harvey decided upon com- account, and in 1855 he *view*. This journal is devoted cial and Insurance interests lished weekly, the proprietor, of the journal, which has throughout the Dominion, authority in financial and commercial circles, and is to be found in the offices of all mercantile corporations. Mr. Harvey is very popular among his brother journalists, and during 1890-1 was President of the Province of Quebec Association. He has been a member of the Board of Trade since 1866, and in politics is a Conservative.



wholesale dry goods mer- left the world of business and since which time he has de- that line. His first experi- was with the old *Transcript*, engaged for some time. He connected with the *Daily erve* of Montreal, and *The* little over a quarter of a cen- newspaper experience Mr mencing a paper on his own established the *Trade Re-* to the Commercial, Finan- of the country, and is pub- Mr. Harvey, being also editor gained a wide circulation It has become a recognized

JAMES MELDRUM.

on Broker, was nercial Academy k in the employ- or several years nson, General Edgar, General ay that here he ch fitted him s as Canadian manufacturing d O'Hara & ry Colors, &c.), "Daggar Brand" nborough, Eng. business on his ccessful career, est merchants ds fair to add nent men who eat commercial he is much he clubs in the out three years own an earnest

MR. JAMES MELDRUM, who is in partnership with his brother Mr. Robert Meldrum, in the coal business is one of the largest and leading coal merchants in the Dominion of Canada. He was born in the year 1852 in the town of Chateauguay, P.Q. He commenced his present business in 1873 in partnership with his brother, and has since estab- lished a very large and important trade throughout both the Province of Quebec and the Dominion generally. He is agent for some of the principal mines in the country and is a heavy importer of coal, one of the largest in fact at the port of Montreal. He has estab- lished a high reputation in the business in which he is engaged by the splendid quality of the coal handled by him which is second to none in the market. Besides the business above referred to Mr. Meldrum owns and controls one of the largest cartage establishments in the city which is known by the name of Meldrum Bros. In the summer months when business is at its height no fewer than one hundred teams are employed daily during the season of navigation. A large part of the carting for several of the principal firms of the city and the railroad and steamboat companies is carried out by Mr. Meldrum. He has always taken a lively interest in the commercial welfare of Montreal, and has lent his support to all measures calculated to benefit the same. He has been a member of the Board of Trade for a number of years, and has always taken a prominent part in the councils and deliberations of that body. He is also a member of the St. James and the City Clubs, and is connected with several of the leading Scientific and Literary Societies. He has contributed several interesting papers to the Montreal Historical Society, and occupies much of his spare time in studying and writing. He has made a high reputation for himself as a business man and is universally esteemed and respected in commercial circles. Mr. Meldrum's literary style is concise and easy flowing two attributes not always found in a writer. To his energy and perseverance the developement of our Canadian coal mines is to a great extent due.

## WILLIAM SHAW.

MR. WILLIAM SHAW, of the firm of William Shaw & Co., Wholesale Woollen Goods Importers and Commission Agents, was born in the famous manufacturing town of Huddersfield, Yorkshire, England, in the year 1828. He was educated in his native town, and commenced business early in life as a woollen and cotton manufacturer. He could not have commenced a commercial career in a better place, as it is a well-known fact that the greatest variety of cloth is manufactured in and around Huddersfield. For many years Mr. Shaw carried on a successful business in his native town in the manufacture of woollens and cottons above referred to, until in the year 1883 he determined to cast his lot in the growing business interests of the Dominion of Canada, and coming to this country settled in Montreal. He has since established himself in the woollen business here, and has been one of the leading members of the commercial community. Combined with his own business he represents several of the leading cloth and cotton manufacturers of the north and west of England, and imports their products very largely. The firm have long been doing one of the most extensive businesses in Canada in west of England woollen cloths. Mr. Shaw has been a member of the Board of Trade for several years.

MR. JOSEPH HAMPDEN SHAW, son of the last mentioned gentleman, who is principal manager in his father's business, is thirty-three years of age, and was born in Huddersfield, England, where he received his education and gained his early business experience. He came to Canada before his father and rapidly distinguished himself as a capable business man, becoming managing-director of the Montreal Woollen Mills, which position he held for seven years, retiring from his duties in the year 1880 to help his father in carrying on his growing business interests. Mr. Shaw was elected to the Montreal Board of Trade in the year 1886. He has taken a great interest in athletics, and was appointed to the Council of the Canadian Football Association. He is also a member of the Y. M. C. A., and is very popular in social circles.

## GORDON &amp; SON, DRY GOODS AGENTS

## JOHN GORDON.

MR. JOHN GORDON, senior member of the firm of Gordon & Son, Wholesale Dry Goods Commission Agents and Importers, is one of the best known men in the trade in Montreal, having been established in this city in business for the long period of forty years. He is a native of Scotland where he was born in 1833 in the city of Aberdeen, famous for its University, which is one of the most celebrated in the United Kingdom. It was here that Mr. Gordon received his education. Mr. Gordon is a member of the ancient Scottish clan from which the famous Gordon Highlanders are recruited and of which the nobleman who will probably be our next Governor-General is the chief. After a few years of business experience in one of the leading houses in his native city he came to Canada and settled in Montreal. This was in the year 1853 when Mr. Gordon may be said to have commenced his commercial career. Since then he has been a prominent member of the Montreal mercantile community, and during his career has succeeded in establishing a large and flourishing business having formed valuable connections in the trade. He combines with his own business the agency for several of the leading Scotch Dry Goods Houses and has most successfully represented their interests in this country. In commercial circles he is looked upon as one of the pioneers in the Dry Goods trade. In 1887 he was elected a member of the Board of Trade and since then has taken an active interest in the Montreal Wholesale Dry Goods Association in connection with that institution. Mr. Gordon does not take any very active part in politics but inclines towards the Liberal party.

MR. JAS. R. GORDON, son of the above named gentleman, also a member of the firm although not a member of the Board of Trade, takes an active part in the business and by his energy and ability has conducted materially to the success of the firm. The name of Gordon & Son ranks second to none in Montreal.

## JAS. R. GORDON.

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## F. H. REYNOLDS, SOLICITOR OF PATENTS.

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Y. M. C. A.,

MR. FRANCIS HENRY REYNOLDS, Solicitor of Patents and Expert in Patent cases, is an Englishman, having been born in London in 1843, and it was there that he received his education. After some experience in this particular line of business in the great metropolis he came to Canada in 1865 and settled in Montreal, where he has since resided. He adopted as his profession Solicitor of Patents, and in this capacity has been prominently before the public for over a quarter of a century, and many Canadian inventors have been deeply indebted to him for his timely assistance and information in helping them to perfect their inventive ideas and make them assume some tangible form. In this connection he has given, in many cases, more than professional aid, whenever his practical knowledge showed him that the inventor was likely to produce something for the public good. Mr. Reynolds succeeded to the business of Mr. Charles Legge, which the latter gentleman had established as far back as 1859, and the former is now in correspondence with Patentees and other Patent agents in almost every part of the civilized world, thus keeping in touch with the times, and keeping posted in all the newest inventions. In addition to securing patents for inventions in Canada, he gives professional assistance in securing American and European patents. He is a foreign member of the chartered Institute of Patent Agents, London, England, as well as an associate member of the Canadian Society of Civil Engineers, and is well known throughout Canada in connection with the protection of proprietary rights in respect of the Arts and Manufactures. Mr. Reynolds is highly respected by a large circle of friends, and has been a member of the Masonic Body for many years having filled several prominent offices in that order. He has been a member of the Board of Trade for the last four years, and has always taken an active interest in the prosperity of Canada, especially the development of her manufacturing industries. In politics he is a Conservative, but his time is too much taken up with his business to allow him pay particular attention to it.

## MAJOR S. C. STEVENSON.

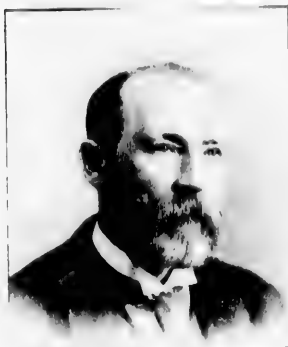
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MAJOR SAMUEL COTTINGHAM STEVENSON, B.A., is a native Canadian, having been born in Montreal in 1848. He was educated at the High School and afterwards graduated at McGill University, taking the degree of Bachelor of Arts. In 1872 he first entered upon Exhibition work as Assistant at the first large Provincial Exhibition held in Montreal, and for the past fifteen years has taken a prominent part in such work. In 1873, when the first Exhibition was held on the new grounds at Mile End, he was placed in entire charge of the Industrial Department. In 1876 he was appointed Commissioner for the Province of Quebec to the Great Centennial Exhibition at Philadelphia. In the following year a permanent Exhibition Committee for the Province of Quebec was appointed and Mr. Stevenson was chosen Secretary and held this position until he organized the Montreal Exposition Company in 1889. He has been the chief organizer and manager of all the important exhibitions held in Montreal and represented Canada's interest as Commissioner for the Province of Quebec at the Colonial and Industrial Exhibition held in London, England, in 1886. The great success achieved by the late Exhibition in Montreal was principally due to the energy and skill displayed by Mr. Stevenson in carrying out the heavy task of collecting suitable exhibits from all parts of the Dominion. In addition to his various duties in connection with Exhibitions he is Secretary of the Council of Arts and Manufactures of Quebec Province and a corresponding member of the Industrial Education Association of New York. He is also a Director of the Great Northern Railway of Canada. In 1892 he was appointed a member of the Provincial Commission in connection with the World's Columbian Exposition, held in Chicago. When quite young Mr. Stevenson joined the Victoria Rifles and afterwards took a commission in the Prince of Wales Rifles, retiring in 1881 with the honorary rank of Major. He has been an active member of the Board of Trade for many years, and is one of the first to place himself on record when any important matters come up for debate.

## JOHN S. &amp; D. FERGUSON, IMPORTERS.

## JOHN STEWART FERGUSON.

The firm of J. S. & D. Ferguson is well known to every importer and storer of merchandise in the city. Their stores and cellars are the largest, oldest and most conveniently situated in Montreal, the consequence being that they receive the patronage of all leading merchants and shippers.



JOHN STEWART FERGUSON.

Mr. JOHN STEWART FERGUSON, senior partner in the firm is a native Canadian, having been born in Montreal in 1842 and educated at the High School and McGill University. He commenced his commercial career in 1862 with John Dougall & Co., Produce and Provision Merchants, with whom he remained seven years. He then connected himself with Mr. Geo. Coupar in the grain business which continued till 1882 when he went into business on his own own account in

the salt importing trade. In 1888, in conjunction with his brother, he took over the stores and cellars they occupied till May 1st of this year, adding to the salt business that of General Custom House Agents and Brokers. Mr. J. S. Ferguson was a member of the Victoria Rifles from the formation of the battalion, with which he has seen active service, in 1866 and 1870 and 1871 during the Trent affair and Fenian Raids. He joined the Board of Trade in 1884.

Mr. DAVID FERGUSON, the other partner in the firm, is also a native of Montreal, where he was born in 1845 and was educated at the High School. He commenced his commercial career in 1863 with Mr. Robert Mitchell, Provision and Produce Merchant, and was afterwards in the service of Messrs. Law, Young & Co., for about seven years. He then obtained a good position with Cox & Green, Railway Supply Merchants, with whom he remained twelve years and only resigned his position to join his brother in partnership. He has been a member of the Board of Trade for the last ten years and takes an active interest in the prosperity of the trade and commerce of Montreal. Both partners are highly esteemed in commercial circles for their strict attention to business and uprightness in their dealings.

## DUNCAN CAMERON, CITY WEAIGHTER.

Mr. DUNCAN CAMERON, City Weigher of Montreal, was born in the town of Alloa, Scotland, in the year 1846. He received his education in his native place, and in the year 1867 came to Canada with his family and settled in Montreal. Mr. Cameron has for several years held the responsible position of City Weigher, Measure and Gauger, and in this capacity has given universal satisfaction in carrying out his arduous duties. He is a general favourite among the mercantile community with whom he is brought into daily business contact. He has been a member of the Board of Trade since 1885, and has always taken a deep interest in the development of the commercial progress of Montreal. He is also closely allied with several charitable institutions in the city, and in politics is a member of the Conservative party.

## DAVID FERGUSON.



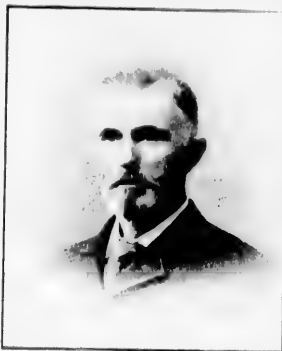
DAVID FERGUSON.

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RICHARD McSHANE, GROCER AND PROVISION MERCHANT.

MR. RICHARD McSHANE, the well known wholesale and retail grocer and provision merchant, is a native of the North of Ireland, having been born in the County Armagh in 1842. When quite young he came to Canada with his parents who settled in Montreal, and it was in this city that Mr. McShane received his education. His early commercial career was in the grocery and father, and he eventually well established trade. Since count his career has been one and he now holds a prominent position in the grocery trade. By steady perseverance he has been on his own account of steady and uniform success in the grocery trade. By steady perseverance he has built up a large and thriving business together confined to supplying the citizens of Montreal when the navigation of the St. Lawrence is open he is favoured with a good share of the catering for the ocean wharves and canal basin, and business for so many years and yearly increasing patronage may be mentioned H. & A. Thompson, Murray & Co. of the Beaver Line, and several others. Mr. McShane has been a member of the Board of Trade for a number of years and takes a lively interest in its welfare. He is also identified with several charitable institutions.



ALEXANDER MACPHERSON.

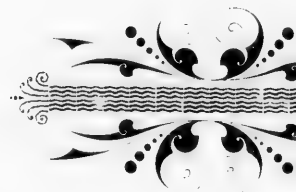
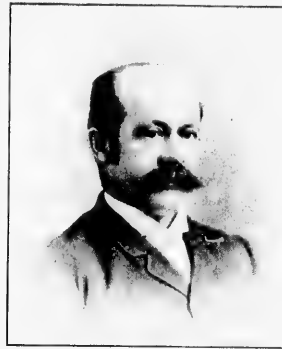
MR. ALEXANDER MACPHERSON, Hardware Merchant, lately of the firm of Benay, Macpherson & Co., of which he was the senior member, and which is one of the largest Hardware houses in Canada, is a native Canadian, having been born in Lancaster, County of Glengarry, Ont., in the year 1830. He received his education in the schools in Lancaster and at first took a position as hardware merchant, with the late Walter Benny, under the style of Benny, At the expiration of this time with the late Walter Benny, death of his late partner, he year 1868 with Robt. Benny, the same name until the year 1892, when a dissolution occurred, Mr. Macpherson taking his son, Alexander Gordon Macpherson & Walter Benny, he has devoted himself entirely to business and by his energy, has extended the business position in the trade. Highly respected by a large circle of friends but being of a retiring disposition he has never taken any active part in public matters. He has devoted himself greatly to church matters and as an elder of St. Paul's church he has worked hard in the interests of that church. On several occasions he has been appointed a Commissioner to the Presbyterian General Assembly. In politics he is a Conservative.





## ALBERT HOLDEN, RAILWAY AND ENGINEER SUPPLIES.

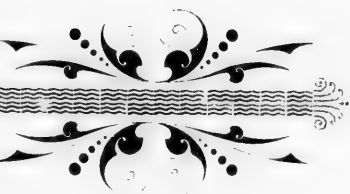
MR. ALBERT HOLDEN, successor to the late S. Waddell & Co., who for years were so well known amongst railway companies and contractors as agents for the supply of iron and steel rails, bridges and engineering supplies, is a native of Belleville, Ont. He was educated there and at the College of Upper Canada, Toronto, and came to Montreal in 1865 where he entered the service of S. Waddell & Pearce with whom he remained until the dissolution of the firm. He continued with S. Waddell & Co., their successors, until 1880, when he became junior partner and in 1887, he became sole proprietor since which he has conducted the business with the Canadian representative manufacturing firms in Great Britain, Germany, Canada and the United States, amongst whom are :— Birmingham ; Tomey & Sons, Tay Glass Works, Elliott's Metal Co., (L'd.), ing Iron Co., (L'd.), Brad- others, for all of whom he has established a good and profitable business. Mr. Holden has been an active member of the Natural History Society for many years, during which time he held the office of Hon. Recording Secretary for four years and is now a member of the Council. He was also Hon. Treasurer of the Microscopical Society and is considered one of its most successful members. He has been a member of the Board of Trade for a number of years and takes quite an interest in all its deliberations.



## GODFROI CHAPLEAU.

years were so supply of iron Ont. He was o Montreal in Waddell & he dissolution ell & Co., their or partner and ame sole pro- business with representative firms in Great nited States, l Co., (L'd.) lass Works, (L'd.), Brad- of whom he siness Mr. the Natural which time he ary for four of the Micro- He has been a erest in all its

MR. GODFROI CHAPLEAU, proprietor of the "Dominion Safe and Steel Royal Works," was born at Ste. Anne des Plaines, county of Terrebonne, on the 30th June, 1833, and is the son of Noel Chapleau, farmer. At the age of eighteen the subject of this sketch began his apprenticeship to the trade of blacksmith, and three years later he entered the factory of Mr. Matthew Moody, implements. He remained years and was highly esteemed in 1860, wishing to enter upon Montreal and opened a corner of St. Charles streets. It was not long before flourishing business at this able to purchase the land building which stands at the and Ontario streets, and runs street. Mr. Chapleau's business extended to all sections of works of great importance, and steel works on the Offices, the Montreal City the Jacques Cartier Bank, Archives Building at Quebec, the Convent of Villa Marie, etc. Mr. Chapleau obtained a diploma and silver medal at the Philadelphia Centennial Exposition; the first prizes in his line at the Provincial Expositions of 1873, 1877 and 1881, as well as at that of Ottawa in 1875 and gained a diploma for steel ranges at the Eastern Townships Agricultural Exposition.



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 Bland, Geo.  
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 Boas, Feodor.  
 Boivin, Guil.  
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 Cassils, John S.  
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 Caverhill, Jno. L.  
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 Clendinning.  
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Cunningham, James.

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Currie Wm.  
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Darling, Wm.  
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Davidson, Thos.  
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Davis, Maurice B.  
Davis, S.  
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Dougall, J. R.  
Dougall, Wm.  
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Drummond, H. R.  
Drummond, Thos. J.  
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Dyer, W. A.

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Evans, William B.  
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Ewing, S. W.  
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Ferguson, John S.  
Ferguson, W. B.  
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Fogarty, T. F.  
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Forget, L. J.  
Forget, R.  
Forman, Jno.

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Fraser, D. Torrance.  
Fraser, Donald.  
Fraser, George B.  
Fraser, John.  
Fraser, N. J.  
Freeman, Major.  
Furniss, E. L.  
Fyfe, James.

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Galbraith, William.  
Galibert, Emile.  
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Gardner, James.  
Garth, Charles.  
Garth, Henry W.  
Garth, John. H.  
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Gault, Jno.  
Gaunt, R. L.  
Gauthier, T.  
Geoffrion, L. N.  
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Gillespie, J. A.  
Gilmour, Alex. Y.  
Gilmour, Daniel.  
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NATIONAL HISTORY SOCIETY



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# BOARD OF TRADE A SOUVENIR

Of the Opening of the New Building, One Thousand

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